

POMRIL  
PURE NON-ALCOHOLIC  
APPLE JUICE  
Invaluable for Stomach and  
Diabetes.  
Per doz. quarts.....\$7.25  
Per doz. pints.....4.65  
**H. PRICE & CO.,**  
12, Queen's Road Central.

# Hongkong Daily Press.

ESTABLISHED 1857.

ITALIAN VERMOUTH  
The only Reliable Brand is  
**MARTINI ROSSI**  
SUCCESSORS  
**MARTINI SOLA & CO.**  
AGENTS—  
**H. PRICE & CO.,**  
12, Queen's Road Central.

No. 14,385

號伍拾捌百叁千肆萬壹第

日伍十式月叁年十叁緒光

HONGKONG, TUESDAY, MAY 10TH, 1904.

式拜禮

號十月五年肆零百九千壹英港香

PRICE, \$3 PER MONTH.

## WATSON'S HOUSEHOLD AMMONIA

IS A DELIGHTFUL ADJUNCT TO  
THE TOILET, AND ALSO SERVES A  
VARIETY OF USEFUL PURPOSES IN  
THE HOUSE.

### A. S. WATSON & CO.

LIMITED,  
MANUFACTURING CHEMISTS.  
ESTABLISHED A.D. 1841.

CUTLER, PALMER  
& CO.'S

Price \$11.00 PER DOZEN  
NET

"SPECIAL BLEND" WHISKY  
Blend  
Selected  
Distillations of the  
Finest Scotch Whiskies

Apply to

SIEMSEN & CO., Hongkong.

GREEN ISLAND CEMENT COMPANY.

### PORTLAND CEMENT.

Casks of 375 lbs. net \$4.75 per Cask ex Factory.  
Bags of 250 lbs. net \$2.85 per bag ex Factory.  
**SHEWAN, TOMES & CO.,**  
General Managers.  
Hongkong, 14th August, 1903.

### VICTORIA CYCLE EMPORIUM

We are Sole Agents for the following—  
MONOPOL, FUTURE, CENTAUR, and  
NEW PREMIER CYCLES. Best American  
Machines in the Market, always on View and  
for Sale. Also a Large Assortment of SECOND-  
HAND MACHINES of various makes,  
nearly as good as new, at greatly reduced prices.  
MOTOR CYCLES, MAIL CARTS,  
RICKSHAS FITTED WITH PNEUMATIC  
TYRES and BALL BEARINGS throughout.  
Everything in the trade always kept in  
Stock. First-class workmanship guaranteed in  
all branches of the business. Re-enamelling a  
speciality.  
**McKIBBY & CO.,**  
43 & 34A, Queen's Road East.

## THE HENRY DALLAS MUSICAL DRAMATIC CO.

RETURN SEASON

TWO WEEKS ONLY

GRAND OPENING NIGHT  
MONDAY, 16TH MAY

"KITTY GRAY"

TUESDAY, 17TH MAY

"KITTY GRAY"

PLAN AT THE

ROBINSON PIANO CO., LD.  
Hongkong, 29th May, 1904.

PURE FRESH WATER.

THE HONGKONG STEAM WATER-  
BOAT CO., LD., is prepared to supply  
ANY QUANTITY OF PURE FRESH  
WATER to the Shipping, both for Deck and  
Boilers.  
Call Flag W.

J. W. KEW,  
Manager,  
1st Floor, 37, Connaught Road  
Hongkong, 13th June, 1903.

### CARTRIDGES.

IMPORTED EVERY MONTH, THERE  
FORE ALWAYS FRESH

EILEY'S, SCHULTZ'S, AMBERITE  
and KYNOK'S SPORTING  
CARTRIDGES 8, 10, 12, 16, and 20 BORE,  
and NEWCASTLE CHILLED SHOT in  
all Sizes, Nos. 10 to 55SSG. AIR GUNS and  
AMMUNITION in Variety.  
**WM. SCHMIDT & CO.**  
Hongkong 28th November, 1902.

## CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

**SUPERB OLD COGNAC,**  
\$23.50 PER DOZ.

Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

**IMPERIAL BRANDY**  
\$12.00 PER CASE.

**THE ELITE OF WHISKY—  
THE "PALL MAIL,"**  
\$21 PER DOZ.

11 Years old: the finest quality shipped.

Each bottle bears an Analyst's certificate.

**C. P. & Co.'s OWN SPECIAL  
BLEND WHISKY,**  
\$11.00 PER DOZ.

Very soft, palatable, and mature.  
EVERYBODY SHOULD TRY THESE ITEMS

**C.P. & Co.'s INVALIDS' PORT**  
\$21 PER DOZ.

This fine Wine is old, soft, and of grand flavour.  
See analysis and certificate by Professor Cassell.

**DOURO PORT,**  
\$15.00 PER DOZ.

A fine, full, and fruity wine.

**AMOROSO SHERRY,**  
\$20 PER DOZ.

**LA TORRE SHERRY,**  
\$17.00 PER DOZ.

A natural and most pleasant wine to the taste

**BENEDICTINE LIQUEUR—  
D.O.M.,**  
\$41.75 PER DOZ. QUARTS.

**\$43.75 PER 2 DOZ. PINTS.**  
THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.

AWAY IN THE LEAD AND STILL GAINING.

## BORATED LAVENDER BATH AMMONIA EXPRESSLY PREPARED FOR TOILET USE.

ANTISEPTIC  
This new preparation will be found to combine the aromatic properties of the  
French Toilet Waters with the cleansing power of Ammonia.  
DELICATELY PERFUMED with the sweet odour of MITCHAM LAVEN-  
DER the bath has a new charm.  
The addition of antiseptics REMOVES SKIN IMPURITIES, it is a Specific  
against PRICKLY HEAT and MOSQUITO-BITES.

MADE SPECIALLY FOR THE EAST BY

## WATKINS LIMITED,

APOTHECARIES' HALL, HONGKONG.

TRY IT IN YOUR BATH

CONFECTIONERY!!!

THE CHOICE and LARGEST VARIETY, FROM PARIS AND LONDON.

MARRONS GLACES, CRYSTALLISED FRUITS.

TOM SMITH'S CRACKERS.

XMAS PLUM PUDDINGS.

DATES, FIGS, RAISINS, ALMONDS and NUTS.  
STILTON, CHEDDAR, GORGONZOLA, ROQUEFORT, CAMENBERT,  
SAVOIE, CREAM CHEESE, MACLAREN'S and YOUNG AMERICAN  
CHEESE.

YORK HAM and BEST ENGLISH BACON.

TOYS. TOYS.

**G. GIRAULT.**

## KODAKS,

## FILMS,

## AND ACCESSORIES.

DEVELOPING and PRINTING UNDERTAKEN.

GOOD WORK, PROMPT RETURN.

## LONG, HING & CO.,

PHOTO GOODS STORE,

17A, QUEEN'S ROAD CENTRAL.

Hongkong, 21st December, 1903.

## VERMOUTHS

FRENCH  
NOILLY, PRAT & CIE.  
TALLAN'S CRISTAL (VERY DRY).  
ITALIAN  
BALDI (DRY).  
MARTINI SOLA (SWEET).



Telephone No. 75.

## CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

15, Queen's Road,  
Hongkong, 16th April, 1904.

## E. C. WILKS & CO. MARINE SURVEYORS.

CONSULTING ENGINEERS AND NAVAL ARCHITECTS.

COLLISIONS AND DAMAGES SURVEYED.

SALVAGE WORK UNDERTAKEN.

SHIP DESIGNS AND SPECIFICATIONS PREPARED.

Agents for the CONSTRUCTION and SALE of STEAM and MOTOR LAUNCHES.

CONTRACTS for NEW TONNAGE on reasonable terms with first-class builders.

A large stock of CANADIAN ASBESTOS and ASBESTOSCELS GOODS kept.

Agents for Messrs. ALLEN & SONS ELECTRICAL PLANT and CENTRIFUGAL PUMPS.

Telegram Address: "MARINEWORK."

Telephone No. 358.

Hongkong, 1st May, 1904.

## THE LAHMEYER ELECTRICAL CO., LD. LONDON,

ELECTRIZITÄTS ACTIEN GESELLSCHAFT FORM.  
W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION  
Apply to—  
**SIEMSEN & CO., SOLE AGENTS FOR CHINA.**

## W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

Wide World Magazine, Volume 12 ... \$4.00  
A. B. C. Code, 5th Edition ... 19.50  
The Handy Royal Atlas ... 18.50  
Through the Highlands of Siberia ... 13.00  
Stanley Gibbon's Stamp Catalogue, 2 Vols. ... 3.50  
Pear's Cyclopaedia ... 0.90  
Russo-Japanese War: Diary Published  
by the "Kobe Chronicle," Part 1  
ready ... 0.60  
Orders Received for the Series.

Strong Mac, by Crockett ... 1.75  
Keith Johnston's War Map ... 0.80  
The Revellers, by Louis Tracy ... 1.75  
The Leopard's Spots, by T. Dixon ... 0.45  
The Japs at Home, by Sladen ... 0.45  
The Cardinal's Snuff Box, by Harland ... 0.80  
Pearson's Dream Book ... 1.75  
The Deliverance, by Ellen Glasgow ... 1.75  
Room Five, by Drummond ... 1.75  
The American Prisoner, by Philpotts ... 1.75  
Countess Ida, by Wishaw ... 1.75

A Woman of Wiles, by Munro ... \$0.45  
A Canadian Girl, by Lt.-Col. Haggard ... 1.75  
Toy Gods, by Pickering ... 1.75  
Four Red Roses, by Tytler ... 1.75  
Sly Boots, by Strange Winter ... 1.75

### NEW STOCK

PLAYING CARDS.

GENTLEMEN'S BOOTS AND SHOES.

BLACK AND BROWN.

THE FAY SHOES TYPE-WRITER.

## NERNST

NERNST ELECTRIC LIGHT.

BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY  
AS CHEAP AS GAS!

FO PARTICULARS APPLY TO

**EDM. JOHANNSEN or SIEMSEN & CO.**

### NEW STOCK

## SUMMER UNDERWEAR.

SHIRTS. COLLARS. TIES.  
STRAW HATS. PITH HELMETS.  
RAINCOATS AND WATERPROOFS.

## LANE, CRAWFORD & CO.

Hongkong, 10th May, 1904.

## ARNHOLD, KARBURG & CO.

LARGE STOCK

OF

## LIGHT RAILWAY MATERIAL

ENQUIRIES SOLICITED.

Hongkong, 29th April, 1904.

### NOTICES OF REMOVAL

THE HEAD AGENCY OF THE JAPA-  
CHINA-AGENCY LIJN.

THE OFFICES of the above Steamship  
Company have This Day been REMOVED  
to ALEXANDRA BUILDINGS, 3rd  
FLOOR.  
Hongkong, 28th April, 1904.

### CHANGE OF ADDRESS.

**WILKINSON, HEYWOOD & CLARK,**  
LD. (Proprietors of David Storer &  
ons), have REMOVED to ALEXANDRA  
BUILDINGS (3rd FLOOR).  
W. D. GRAHAM, Manager.  
Hongkong, 10th April, 1904.

### NOTICE OF REMOVAL.

**DR. KEW, BROTHERS & CO.,** have  
This Day REMOVED their Dental  
Surgery to ALEXANDRA BUILDINGS,  
3rd FLOOR.  
Hongkong, 2nd May, 1904.

**A. LING & CO.,**  
FURNITURE STORE.  
PLATED, GLASS AND CROCKERY  
WARE, &c., &c.; and FOOCHOW  
LACQUERED WARE.  
68, QUEEN'S ROAD CENTRAL.  
Hongkong, 21st September, 1903.

### OCCIDENTAL HOTEL.

ELGIN ROAD, KOWLOON.

35 Bedrooms, excellently furnished.

Bath to each room.

Dining-room and Cuisine under strict  
supervision.

European and American Wines, Spirits, and  
Biers.

**POOL AND BILLIARDS.**

English, American and Manila Newspapers on  
file.  
Terms: \$4 to \$10.00 per day.  
**R. MATTHAEY,**  
Proprietor.

Hongkong, 6th May, 1903.

## HONGKONG HOTEL

A FIRST-CLASS HOTEL IN EVERY RESPECT

Elegantly Furnished Reading, Drawing  
Music, Ping-pong and Smoking Rooms.  
Private Bar and Two Billiard Rooms for  
Hotel Residents.

Dining Accommodation for 300 persons.  
Private and Special Dining Rooms.  
European Chef and Indian Curry Cook.  
Ladies' Afternoon Tea Rooms with European  
Matron in attendance.

Ladies' Cloak Room.

Hydraulic Elevators to each Floor.  
Bedroom Accommodation—131 rooms.

Electric Lighting throughout. Electric Fans  
in Rooms, if required.

Hot and Cold Water throughout.

Wines and Groceries specially imported by  
the Hotel Co.

Wines cooled by Hotel refrigerators.

Hotel Linen washed on Premises by  
machinery.

Fire Extinguishing Mains and Emergency  
Exits on every floor.

MODERATE CHARGES! NO EXTRAS!

**H. HAYNES,**  
Manager.

## PEAK HOTEL.

Admirably Situated. Sheltered from the  
North-East Monsoon and Open to the South  
West Monsoon.

A COVERED GANGWAY LEADS  
FROM THE TRAMWAY TERMINUS  
INTO THE HOTEL.

Telephone No. 29.

Town Office: 7, DUNDRELL STREET.

## KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if  
required).

Electric Passenger Elevator to each floor.

Table D'Hôte at separate tables.

For Terms, &c., apply to the—  
MANAGER.

Hongkong, 10th June 1903.

## CONNAUGHT HOUSE.

A FIRST CLASS HOTEL Situated near  
the Banks and Principal Offices.  
Excellent Cuisine and Wines.

Large and lofty Rooms, Elegantly Furnished.

Hydraulic Elevator, hot and cold water  
throughout.

Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to the—  
MANAGER.

Hongkong, 31st October, 1902.

## MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG  
to MACAO, thence to CANTON and back to  
Hongkong, will be found interesting and  
enjoyable.

**WM. FARMER,**

Proprietor.

[a607-1977]

## "BOA VISTA" (HOTEL-SANITARIUM OF SOUTH CHINA) MACAO

HAS been re-opened under European  
management and most strict supervision  
as to food, cleanliness, and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous of  
a few days rest and quiet.

Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.

Macao is 40 miles south-west of Hongkong.

One steamer (s.s. *Hongkong*), daily, to and  
from Hongkong, and two steamers to and from  
Canton, give easy communication with both  
these centres.

Cable Address—"BOAVISTA."

For Terms, apply to

THE MANAGER.



## A. S. WATSON & CO., LIMITED

THE LEADING MANUFACTURERS  
OF  
**AERATED  
WATERS**  
IN THE FAR EAST.

AERATED WATERS of our manufacture made under constant European expert supervision are sold throughout the Far East and are invariably preferred on account of their excellence.

THE MACHINERY in use embodies every improvement known up to date.

ABSOLUTE PURITY is guaranteed. THE BEST MATERIALS only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

## A. S. WATSON & CO. LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

**MARRIAGE.**  
On the 9th May, at the St. Luke's Church, by Rev. E. T. Johnson, M.A., Rector of St. Luke's, Shanghai, third son of the late Rector, Mr. McGREGOR, GREENOCK, to AGNES BRYNER SINCLAIR, M.B. Ch.B., second daughter of Wm. SINCLAIR, GREENOCK, Scotland.

**DEATH.**  
On the 28th April, at St. Luke's Hospital, Tokyo, GEORGE BAYLIS, of Kobe, aged 66 years.

**The Daily Press.**  
HONGKONG OFFICE: 14, DES VUEX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 10TH MAY, 1904

The most interesting points in the report of Mr. BASIL TAYLOR on the Harbour in 1903, the more important parts of which we published in our issue of yesterday, were undoubtedly those connected with the growth of shipping here. 1903 was Hongkong's record year, beating 1902, the next best, by 2,511,082 tons in the total tonnage entering and clearing. As that total tonnage was not much over twenty-four millions it will readily be seen how great was the proportionate increase last year. And as the 1902 figures were larger by 2,203,896 tons than those of 1901, the improvement is evidently not a mere sensational jump, but part of a real advance by Hongkong. Alike in British ocean-going tonnage and river steamers, in foreign ocean-going tonnage and river steamers, and in junks in local trade were increases recorded. Only in steam launches trading to ports outside the Colony and in junks in foreign trade was there a falling off. If we compare the tables of percentages in Mr. TAYLOR's report and in that of the previous year, we find that British ocean-going tonnage now claims 28.2 of the whole as against 27.94 in 1902, and British river steamer tonnage is now 18.6 per cent. as against 16.52. Foreign ocean-going tonnage has slightly increased, from 30.25 to 30.51 per cent., while foreign river steamer tonnage has more than doubled, being now 1.31 per cent. against the 0.89 per cent. of 1902. The daily average of steamers, sailing vessels, steam launches, and junks in foreign trade entering Hongkong Harbour in 1900 was 68, as against 71.2 in 1902, a fall sufficiently accounted for by the fact that over 2,000 less junks entered in 1903 than in 1902. For European-constructed vessels alone, on the other hand, the daily average was 19.9 in 1903, as against 17.1 in 1902 and 14.8 in 1901. Under the British flag, there was noticeable in 1902 a

decrease of ten in the number of ocean-going vessels, a decrease which, Commander MURRAY RUMSEY observed in his report, lost a portion of its significance when one considered the increase of size in the vessels, as evidenced by a rise in tonnage of over 200,000 tons. But in 1903 the British flag fully recovered from any partial decline, there being an increase of 1,847 ships of 1,678,509 tons, of which 427 ships of 762,845 tons were credited to ocean-going vessels. This ocean-going increase, Mr. TAYLOR states, is principally due to the fact of some new lines having been established—the China Commercial Steamship Company, the British India Steamers now visiting the port, the addition of some new steamers to local firms, and lastly to an increase of coal imported from Australia in steamers new to the Port. The river steamer tonnage was increased principally by the addition of the *Kinshan* and *Wing Chai* and by the additional sailings of the Hongkong, Canton & Macao Steamboat Co. The great increase under foreign flags in 1902 was not quite kept up in 1903. In the former year the growth was 1,267 vessels of 1,358,709 tons; last year it was 681 vessels of 1,063,904 tons. The flags gaining in 1903 were those of the United States, of China, of Japan, and of France.

Under the heading of Trade, we observe net increases alike in imports (21,847 tons), exports (24,252 tons), and transit cargo (502,553 tons). The great advances of 1902 in imports (432,476) and exports (126,814 tons) were not kept up, but the transit cargo figures of 1902 (237,812 tons) were enormously improved upon. Of individual imports, coal continued to improve, 14 per cent. being last year's increase. Cotton entirely recovered from its decline in 1902 and increased over 80 per cent. Case petroleum and flour also took upward turns, though not so pronounced. Bulk petroleum continued to decline, and rice, sugar, and timber all fell off after their improvement in 1902. In the total reported import trade of Hongkong, we find that 1,218 less vessels, but of 1,091,807 more tons, brought 470,392 more tons of cargo; of this latter 32,161 less tons were discharged at Hongkong than in 1902. In export trade 1,343 less vessels, but of 1,102,090 more tons, took 111,431 less tons of cargo from Hongkong; but 21,617 more tons of bunker coal were shipped hence.

These figures tend to become tedious, and we shall inflict no more on the reader now. We have perhaps quoted enough to show how firm is the Colony's position in the shipping world in the absence of any rival near by. It is this position which we have now to defend against the possibility of opposition. And herein lies the enormous importance of the railway question to Hongkong. Until we see the Kowloon-Canton Railway built we cannot feel safe.

This month there will be two public holidays following each other, namely Whit Monday and Victoria Day, the 23rd and 24th inst.

The Lawrence-Murray slander case which was down for hearing in the Supreme Court yesterday afternoon was withdrawn at the last moment.

Five more fatal Chinese plague cases were reported in the 48 hours ending at noon yesterday. Two of the bodies were found, one of them floating in the Harbour.

It is stated that the infamous General Gribzky, who ordered the massacre at Blagovestchensk in 1900, is commanding the garrison artillery at Port Arthur.

An Chin, a Chinaman charged with burglary at the Surrey Quarter Sessions, was found to be insane, and was ordered to be detained during his Majesty's pleasure.

The visitors to the City Hall Library and Museum last week were 210 non-Chinese and 60 Chinese to the former, and 72 non-Chinese and 1,071 Chinese to the latter institution.

The stocks as used at Hongkong is a mild punishment compared with a torture in vogue at Shekwan. During the great festival a Chinaman was chained up like a dog with an iron collar locked around his neck. He had about ten feet of scope.

The clerk to the Steppay guardians denies the truth of the popular belief that "every British child born at sea is a parishioner of Steppay." It is not, and so far as he can ascertain, after much enquiry, he says, never has been the case. This will be disappointing news to several people in Hongkong, who claim Steppay as their domiciliary parish.

A griffin at Hongkong recently accosted a Chinaman in Des Vieux Road—"Will you be so kind as to direct me to the China Navigation Company's offices, of which Messrs. Butterfield and Swire are the agents?" The Chinaman, though he reckoned he knew the foreigner's language, could not understand him. He responded—"No save! What fo' you no speekie Englis' allee same me?"

In a *Government Gazette Extraordinary* issued last evening it was notified that Mr. W. Cowan, Emigration Agent for the Transvaal Government, is until further notice appointed a Deputy Emigration Officer here. A notification by Mr. Cowan declares the present temporary buildings at Laichikok to be a depot for the reception of intending emigrants for the Transvaal.

The funeral took place yesterday at Happy Valley of Mr. J. Williamson, chief engineer of the West River s.s. *Sau-ai*, late second engineer of the H.K.C. & M. Steamboat Co.'s s.s. *Fai-shan*. A large number of mourners followed the remains to the cemetery. Mr. Williamson was quite a young man, but had been in failing health for some time. The immediate cause of death was phthisis.

### NAVAL NOTES.

H.M.S. "ALACRITY."  
The despatch-boat *Alacrity*, flying the Vice-Admiral's flag, again left port yesterday, U.S.S. "MONTERET."  
The monitor *Monteret* undocked yesterday.

### A CHINESE HUSBAND.

Most of the witnesses at the inquest into the death of John Go Hing, a Birkenhead laundryman, held at Liverpool on the 7th ult., were Chinese, but there was one notable exception, says the *Daily Mail*. This was his English wife, a young woman of nineteen years, fresh-complexioned, with dreamy eyes and coils of beautiful flaxen hair. She was dressed in black. Her little two-year-old son was a distinct contrast. He is of true Mongolian type; his eyes are by no means dreamy and his skin is yellow. The evidence showed that Go Hing was shot by Ping Sun during a gambling dispute, and a verdict of wilful murder against Ping Sun was returned.

### FIRE ON THE WATER-FRONT.

**\$13,000 DAMAGE.**  
Fire broke out at No. 36, Connaught Road, a water-front house situated to the west of the Harbour Office, at about 2.50 a.m. yesterday morning. The Brigade, under Mr. E. R. Hallifax, Deputy Superintendent of Police, and Mr. H. G. Baker, Chief Inspector of Police, hurried to the scene. The conflagration commenced on the third floor, premises occupied by the wife, child, and *cousin* of a Wing Lok Street storekeeper, the husband being absent. Flames rapidly spread to the second floor occupied by the Hongkong and West River Steamboat Co. On this floor there were various cases of rockets, blue-lights, etc., which caused repeated explosions bursting through the floor and roof. The ground floor of 36 (the Kwong Sang Wo Hong) contained a quantity of oil, and to guard against this catching fire the Brigade incessantly directed a stream of water there, completely flooding the place. The fire spread to No. 37, a house partially occupied by I Yik Chung, sulphur, saltpetre, and cracker merchant, and partially by the Kwong Hing Loong Medicine Shop. By this time the police had two escapes up against the building, two engines pumping water from the harbour, water from the mains, and water from the float worked by Engineer MacDonald. The Brigade had things much their own way in about two hours, but by this time No. 36, excepting the ground floor, had been completely gutted, and the second and third floors of No. 37 were gutted.

The damage in all is estimated at \$13,000, which is covered to the extent of about \$10,000 in various insurances, including the Union, London and Lancashire, Queen's Fire Insurance, the Tung On, and others.

### THE ST. CLAIR-CHRISTIE FIGHT AT CANTON.

Owing to the refusal of the Chinese Imperial Customs to allow the s.s. *Charles Hardwin* to run up to Canton on Sunday in connection with the prize-fight that had been arranged to take place that night between Charles St. Clair and Jas. Christie there was a very poor attendance of spectators. For the occasion a match had been erected at Wongsai. Half-past nine was the time fixed for the combatants to take the ring, but it was nearly two hours later before proceedings commenced. Owing to the small attendance there was some question whether the fight would come off at all as the money supposed to be deposited as a purse was not forthcoming. However, as a result of canvassing the spectators a sum of about \$300 was guaranteed, and it was agreed that the men should fight ten two-minute rounds, the winner to take the purse. Mr. Younger, of the I.M.C., acted as referee. The floor was composed of sand instead of the ordinary wooden planks. All through, the fight was tame. Clinches were frequent and occurred in every round, sometimes more than once. Christie played a waiting game and did little damage to his opponent, who indeed got home some hard swings on the body. In the third round St. Clair's waist-sash became undone and impeded his movements, giving an opportunity to Christie that he in sportsmanlike fashion refused to take. On the whole Christie showed the better condition. In the seventh round St. Clair was decidedly groggy, and he continued to show signs of distress during the three remaining rounds, at the conclusion of which the referee declared the result to be a draw. Christie got the worse punishment but was the fitter man at the end. Each competitor secured about \$300 as his share of the proceeds.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENTS.]

## THE WAR

PORT ARTHUR STILL OPEN.

LONDON, 9th May, 10.35 a.m.  
It is officially declared at St. Petersburg that Port Arthur is still open.

### RUSSIAN LOAN.

LONDON, 9th May, 10.35 a.m.  
It is announced at Brussels that a Russian Loan of 45,000,000 francs was signed on Saturday.

### THE VLADIVOSTOCK SQUADRON.

LONDON, 9th May, 10.35 a.m.  
The Vladivostock squadron has returned to port.

### RUSSIA AND THE AFGHAN FRONTIER.

**WARLIKE DEMONSTRATION.**  
LONDON, 9th May, 10.35 a.m.  
Russia is making a warlike demonstration on the Afghan frontier.

### THE MARSEILLES STRIKE.

**EXTENDED TO HAVRE.**  
LONDON, 9th May, 10.35 a.m.  
The Marseilles strike has extended to Havre.

### THE TIBET MISSION.

**KARO PASS CAPTURED.**  
LONDON, 9th May, 10.35 a.m.  
Karo Pass, was captured after three hours' fighting. Col. Bathune's loss was three killed and 21 wounded, while the Tibetan loss was 200 killed.

### PHILIPPINE TAXATION.

**STRONG PROTEST.**  
MANILA, 9th May, 8.3 p.m.  
A committee comprised of the Presidents of the five Chambers of Commerce strongly protested against the revenue measure, declaring the rates excessive, and conditions too inquisitorial. The taxes on business, manufactures, and occupations were objected to as prejudicial to local industries. The corporation taxation was emphatically opposed as unjust and discouraging to capital. The memorial suggests a modified bill as possibly acceptable, but in its present form it is impossible for existing conditions. This is the most considerable opposition yet offered. The measure will be shortly up for passage after three years' consideration. It is intended ultimately to supplant the import revenues.

### REUTER'S SERVICE.

### THE WAR—PORT ARTHUR SEALED.

LONDON, 7th May.  
Though not officially admitted, it is believed in St. Petersburg that Port Arthur is isolated and the harbour sealed. Admiral Alexieff and the Grand Duke Boris left hurriedly to avoid being cut off. The smallest possible force has been left at Port Arthur, which is provisioned for one year.

### THE TIBET MISSION.

LONDON, 7th May.  
The *Daily Mail* says that 800 Tibetans attacked the Mission at Gyantze on the 5th instant and were repulsed with great loss. The Mission had two Sepoys wounded.

### A PHANTOM SHIP.

**MYSTERIOUS EXPERIENCE OF THE  
"QUONG NAM."**  
The *Quong Nam*, from Hoilo with a cargo of sugar, has a mysterious tale to tell. The vessel left the Philippine port on the 2nd inst., experiencing very rough weather. On the 6th inst., shortly after midnight, the vessel being in about Lat 23.30 N., Lon. 115.50 E., the second officer was on watch. He saw a light, the stern light of a steamer, about a mile ahead. A blinding rain squall struck the ship about that time, the wind simply howling through the rigging. The second officer, in spite of his being sheltered from the fury of the elements behind a canvas "dodger," could not see a yard ahead. After the squall had passed no steamer was to be seen. The officer promptly called the captain and chief engineer were sloyed down, and the *Quong Nam* was kept cruising around till daylight—but nothing further was seen of the ship ahead. One man jokingly asked the second officer what he had that night, but he is certain he saw a steamer. The only rational explanation, therefore, is that some good ship has gone to the bottom.

## WAR NOTES.

### JAPANESE OFFICIAL DESPATCH.

The following despatch was kindly sent to us for publication by the Japanese Consul on Sunday night, but unfortunately, by some accident, did not reach us in time to be inserted.

"Tokyo, 8th May.

"General Kuroki reports that our cavalry is dispersing the enemy. Our infantry detachment occupied Fenghuangcheng on the 6th instant. The enemy before evacuating burnt [their] ammunition. The enemy's refugees continue to come out of the adjoining forests and village and surrender. The natives say the Russian wounded were passing Fenghuangcheng on litters on the 2nd instant to the amount of 800; their total casualties probably exceed 3,000. Our army landed at [a point in] Linotung reports our detachment repulsing a small body of the enemy. On the 6th instant they occupied Pulantian, and destroyed the railway and telegraph. The communication to Port Arthur was cut."

### TELEGRAMS TO SHANGHAI.

We take the following from the issue of the *N.C. Daily News*, to hand yesterday—

"Peking, 2nd May.—The Russians are building three pontoons near Hsinmintun. They have bought a hundred or more junks at Now-chang, and are using the materials in the construction of a branch railway between Niuchuan and the forts at Yingkou, and have compelled the Chinese local officials to repair the main road between Hsinmintun and Moukden. The Russian forces on the west bank of the Liao river are increasing day by day."

"Tokyo, 2nd May.—Six Russian posts have been established west of Liao by a Colonel with 1,000 men, the proposed neutrality of the territory west of the Liao being actually broken."

[In this connection we may note that a Hsinmintun native despatch states that of late unprecedented numbers of Russian soldiery have again begun to invade Chinese neutral territory west of the Liao river.—Ed. D.P.]

"Peking, 2nd May.—The Russians are building new forts in the hills west and north of Dalny city, and have dug mines on both sides of the wharf."

"Tokyo, 2nd May.—It is learnt on good authority that the Japanese passage of the Yalu, the artillery operations, and the occupation of the highlands near Chuliencheng were carried out according to the prearranged scheme of operations. The prompt occupation of Chuliencheng was largely due to the superiority of the Japanese artillery, coupled with the experience gained in the China-Japan War. The Russian guns, like the French, are excellent, but too light. As to the occupation of Chuliencheng, the Imperial Guards, who took the centre, and whose casualties are therefore more numerous, behaved splendidly. The major, who was wounded, heads the whole list of casualties. The taking of the key of the position near Chuliencheng was probably effected through silencing the Russian artillery on the left flank. The subsequent pursuit of the enemy was very hot work."

"It is gathered from different sources that the Yalu operations, extending over about five miles, were effected most satisfactorily and promptly, almost as if they were only manoeuvres, which reflects great credit on the previous reconnaissance. The Russians reopened their resistance at Chuliencheng on the 1st instant, the Japanese victory being made complete by a furious attack on the enemy from three sides in the afternoon. Twenty guns were captured with all their waggons, over twenty officers, including a Colonel of Cavalry, and many men. It appears that the Russian artillery fire was effective at 7,500 metres (over 8,000 yards); their bravery may be admitted, but their fire was not very well aimed; on the other hand, the excellence of the Japanese heavy artillery was fully borne out by its effect on the enemy, and the Japanese martial spirit is running higher than ever, as reported by General Kuroki. The naval detachment co-operated with the army from a point four miles lower down the river. This harmonious co-operation greatly expedited the general operations."

"The Russian forces numbered 30,000, with 48 guns, with a front extending four miles. It has transpired that the Russian forces engaged consisted of their picked corps, while the casualties on both sides—700 Japanese and over 800 Russians—imply that it was a very hot engagement."

"The operations beyond the Yalu were continued from dawn to yesterday evening with unremitting intensity. The Russians will now be compelled to retire to Fenghuangcheng via the main road along the Yalu."

"Tokyo, 2nd May.—From later advices it is learnt that the soldiers on board the *Kinsui Maru* burned all documents, removed their uniforms and badges, and after firing volleys, gave three cheers for the Emperor and for Japan. Torpedo-boats escorted the *Kinsui Maru* on her outward voyage, but could not do it on the return voyage owing to the bad weather, and this caused the disaster. The distance between the *Kinsui Maru* when she was stopped and the land was sixteen miles."

### RUSSIAN FINANCIAL MEASURES.

The *Official Messenger* (St. Petersburg) last month published a communication with regard to the retrenchments in certain branches of State expenditure which have been decided on in consequence of the war. The communication shows that it has been found advisable for the present to devote the free balance in the Imperial Treasury to war purposes without resorting to other means, and further to increase the funds in the Treasury by means of economies in the Budget for 1904, especially in the civil estimates. The scheme for effecting economies was drawn up at a special conference presided over by Count Solsky, and after being approved

by the Minister of Finance and examined by the Council of the Empire, was finally sanctioned by the Tsar on the 19th ult. The guiding principle in making the reduction was that they were only to be effected in respect of fresh measures intended for the improvement of existing services, and without disturbing the ordinary course of public life or infringing the rights of any person as regards the obligations of the Treasury. The total sum yielded by the savings effected amounts to 134,377,106 roubles (£14,304,768). Of this amount a sum of over 15,000,000 roubles (£1,903,230) comes under the head of credits sanctioned last year; the remainder, amounting to 115,483,366 roubles (£12,209,130), falls upon the Budget for 1904. The chief reductions are on account of railway construction, namely, 54,000,000 roubles (£5,789,680), the improvement of existing railways, and various works on the naval stations of Vladivostock, Port Arthur, etc. The reductions in the Budget for 1904 amount to 5.3 per cent. of the whole. The ordinary expenditure is reduced by 60,000,000 roubles (£6,344,121), as compared with the Budget estimate, being 3 per cent. of the entire sum standing under this head. But even after these reductions the total of ordinary expenditure is still in excess of the amount under that heading in the Budget for 1903 by 26,000,000 roubles (£2,739,119). The largest saving has been effected by reductions in the extraordinary expenditure, namely, 26 per cent. It amounts to 55,000,000 roubles (£5,815,444).

**QUANTITATIVE IDEAS OF RUSSIAN TURCOMANS.**  
The *Turkistan Gazette* publishes the following picture of the war in the Far East, as seen through Turcoman spectacles, which gives a good idea, says a correspondent, of the notions that the natives of Central Asia entertain about the origin and progress of the struggle. An educated Turcoman was heard delivering the following story to a circle of compatriots, who listened with the most devout attention:—"Far, far away to the East, beyond China and India, there is a vast ocean with countless islands, the name of which is Japana. The inhabitants of these islands are very rich and very industrious, and they possess splendid ships, in which they trade with the mainland. As they are not far distant from the Russian dominions, the Tsar coveted these islands, and in order to seize them assembled a fleet, which came to grief through some unknown cause. The Tsar then resolved to make another attempt, but, having learned his intention, the islanders forestalled him by attacking his fleet. The Tsar has now sent a great army to punish them, which, doubtless, will entirely deprive them of their independence. The inhabitants of these islands are Mussulmans, followers of the Imam Shafai. Education and knowledge are very widespread among them. They live peacefully by using the treasures of gold and silver in which their country abounds."

### THE RUSSIAN ARMY.

The correspondent of the *Figaro* in St. Petersburg claims to have had access to a detailed list of the Russian troops sent to the Far East. He says that on the 28th March there were in Manchuria 177,000 infantry, 17,000 cavalry, and 256 guns; of these 25,000 men and four batteries are engaged in guarding the railway. By June 28th the Russians will have 130,000 more infantry, 30,000 more cavalry, and 250 more guns in Manchuria. The Japanese were said to have only landed 80,000 men, and 100,000 were waiting for transport when the commissariat arrangements permit it. The same correspondent is responsible for the following:—"According to information derived from an orderly officer of General Kuropatkin, the opinion at headquarters is that there will be no big battle before September. There are now 245,000 men in Manchuria. There will be 300,000 by the end of April and 500,000 in September. General Kuropatkin will, if necessary, cross the Yalu in order to come into contact with the Japanese. He will first try to seize Pingyang. The only fear entertained in high quarters in Russia is that Chinese troops may intervene should the Japanese obtain a success. General Kuropatkin has telegraphed to General Mitshenko to avoid all encounters until he is sure of complete safety. General Kuropatkin regrets that in the skirmish at Chong Ju General Mitshenko did not use his guns."

**THE SUNKEN FIREFRIGES AT PORT ARTHUR.**  
In the papers from Europe the latest mail we notice the following in one of the telegrams from Port Arthur:—"It is hoped that the sunken fireships will soon be brought into port, and it is intended to utilise them for general purposes in the harbour, they being still in fair condition. The work of raising several of these vessels, which are of 3,400 tons burden, has already been accomplished."

### MISCELLANEOUS.

It is believed in Japan that the "steam-launch" blown up with the loss of 21 lives at Port Arthur was the victim of a Japanese mine.

The guns have been taken out of the *Tsarevitch* and *Beluzian* at Port Arthur and mounted in Society Bay.

A telegram dated London, 25th April, to a Japanese paper says:—"It is reported from St. Petersburg that two Japanese disguised as Chinese beggars attempted to assassinate General Kuropatkin at Nowchwang. Both men were arrested and knives were found upon them."

A *Mainichi* correspondent, who visited Liaoyang recently, states that General Kuropatkin has his headquarters at Liaoyang. The General has visited all outlying posts and is doing his utmost to encourage his men. They are, however, depressed and low-spirited, mostly owing to the corruption of officers. The men desire to be captured by the Japanese army and sent away from the front to a safer place. Twelve forts have been built outside of Liaoyang, and there are 1,000 infantry and 20 guns between the gates of the city and the railway station. There are also 5,000 infantry at the Tashan River to the east of the city. These men are all from Siberia. Some are young soldiers, others are veterans. Amongst them are lots of fourteen or fifteen, hardly able to handle a gun.



## PAKHOI.

[FROM OUR OWN CORRESPONDENT.]

**PAKHOI, 5th May.**  
**SEQUEL OF THE RECEIVING CASE.**  
 In consequence of the rumours that several officials, including the Prefect and Sub-Prefect of Limchow, had received bribes in order to mitigate the punishment on the charge of receiving stolen goods by Cheong Kwok Fong, the principal of the Kwong Cheong Hing shop of this port, in January last, an enquiry has been instituted in Limchow by the Prefect. Cheong Kwok Fong was summoned to Limchow a fortnight ago and was asked how much money he had spent privately to obtain his release. On being pressed to tell the truth, he declared that he had spent over \$1,000 in presents to various petty officials, and amongst the recipients were the late magistrate of Pakhoi, two officials of the Municipality, and the official in whose custody he was while his case was pending decision. The bribed officials were ordered to refund the amount they had received, and it will be devoted to educational purposes together with the \$2,000 of the original fine. After the enquiry, Cheong Kwok Fong was allowed to return to Pakhoi, but fearing still further troubles, he made a hasty departure by a Hongkong steamer, leaving his shop in the hands of his joks.

## HEAVY RAIN.

We experienced an unprecedented heavy rain fall on the 28th ultimo. It started shortly before one o'clock in the morning, gradually increasing in strength, and by daylight it poured in torrents, continuing until 9 a.m., when it began to slacken. By this time the streets were almost impassable; the water in some of them was quite two feet deep. Several hovels have collapsed and have been partly washed away, but no lives were reported to have been lost; large quantities of rice, paddy, and other merchandise in stores were soaked and damaged. The foreign community sustained no other damage beyond having their gardens and compounds flooded for a good part of the day, but the east wall of the Custom House, not being strong enough to resist the great mass of water pouring down from the plain on the upper levels, collapsed shortly after daybreak. This plain itself was temporarily converted into a lake on which a barge could easily float. The rain-gauge at the Custom House, I am informed, registered over nineteen inches at 9 a.m. on the 28th. Considering that the rain began about 1 a.m., the amount of water during the nine hours is marvellously large, even for a tropical country.

## A REVENUE CRUISER.

The Customs cruiser *Kaipan*, Commander C. J. Williams, arrived here on the 2nd inst. on a cruising visit.

## A MACAO LOTTERY TICKET.

A crowd of jovial, weather-beaten tars, mostly married men who had deserted the quietude of long sea voyages so as to see more of their homes, skippers and mates of Hongkong-Canton River steamers, were sitting around the fireless stove of the s.s. *H—*, enjoying a quiet smoke and chat, and by the way, drinking the Captain's whisky. Many and curious had been the various yarns spun, only one old "sea-dog," a man who bore the reputation of having smuggled arms to the Moros in days gone by, remaining silent.

"Come on, Jack," said one of the company, "it's your turn now!"  
 "Well," replied the other, refilling his pipe, "when I was Mate of the *C—*, some two years ago, we arrived at Canton one morning, when a Chinaman asked the skipper to buy a ticket in the Macao lottery; the last one he had left. The 'old man' knocked the ticket out of the Johnny's hand, the wind carried it far astern, and it was borne away by the freshet. The Chinaman made a bit of a bobby, of course, but we showed him down the gangway with little ceremony, and nobody thought anything more about it. After tiffin I strolled aft to clear the engine and, as I leaned over the after-rail, dash my eyes if I didn't see that darn'd ticket floating up river with the incoming tide. I jumped into the 'tween decks in less time than it takes to relate and tried to fish it up with a boat-hook, but as I could not reach it had to set off in a sumpkin. The Chinaman, you probably have heard, that when one man saves another from drowning the rescued man belongs for life to his benefactor. Well, seeing that I was in China, and having been taught when I was a youngster that when one is in Canton he must do as Canton does, I reasoned that that ticket belonged to me, and I put it away in my ditty box."

Old Jack here paused, poured out a fresh peg, and proceeded to relight his pipe.  
 "Yes!" exclaimed all in chorus, "and did it win the first prize?"  
 "No," answered Jack with great deliberation, "it didn't win a bloomin' thing."  
 C.

## "THE COMING FIGHT IN THE RED SEA."

Passengers on the s.s. *Himalaya* had a good time on the voyage out, judging from the contents of the *Ocean Post*, the daily journal published on board. A "telegram" from its "special correspondent at Aden" announces that "two Russian war vessels have left here with the intention of sinking or capturing the *Himalaya*, as it is supposed that a Japanese duke travelling under the name of Mikami is on board." "Sooner than give up our little Jap (comments the editor), we will go fishing for chariot wheels. We ask every man to join our Volunteer fighting crew. We have already permission to use the brass muzzloaders, but as there is no shot we have arranged with the chief steward for a good supply of pastry. Any loot obtained should be handed over to the editor."

## RAILWAYS IN CHINA.

The Shanghai native papers are busy themselves with the subject of various railway projects in China. According to the *Sinwenpao* an American merchant has applied from the Waiwup for permission to build the Taiyuan Hankow railway, with a capital of Tls. 40,000,000 which have already been subscribed, definite arrangements having been made with the Governor of Shensi as regards the railway. This railway, as proposed, will run from Taiyuan-fu, Shensi, passing Shensi, through Tang Kwan, and on to Hankow. The Waiwup have not yet given any reply.

The *Universal Gazette* learns that the original scheme of the Belgian railroad merchants was to construct a line of railway from Shanghai to Canton where it would join the Canton-Hankow Railway, but in time their engineers found that Fohkien and Chekiang, through which the proposed line had to pass, were so mountainous that extraordinary labour and capital would be required to carry out their scheme. Therefore they finally gave the idea up and turned their attention to the northern section of the Canton-Hankow Railway, but as the right to construct this section had been acquired by others, the Belgians had likewise to give up the idea. [This we believe to be quite incorrect.—Ed. D.P.] They then at last hit upon the scheme of the Shanghai-Hunan Railway which was to come into contact with the Canton-Hankow Railway in Hunan Province. They proposed to build this line from Shanghai to Hangchow and then by way of Changshan of Chuehou of Hangchow to Yushan, Kiangsi, then by way of Nanchang, the provincial city of Kiangsi, to Changsha, Hunan; consequently the line will pass through the four provinces of Kiangsi, Chekiang, Kiangsi and Hunan, where it would cut through the branch line of the Canton-Hankow Railway. The Belgians proposed further to compete for the privilege of constructing this branch line so as to share its profits with the Americans. Now this whole scheme was taken up by the Belgians before the Boxer disturbance, but it was not till last winter that it assumed any definite shape. At that time, a Hunan, a Fohkien, and two Chekiang merchants, with some Belgian merchants in Shanghai, got hold of this idea, and it was proposed that the Belgians were to go to Peking and ask the representative of a certain Power (the Belgian Minister?) to obtain on their behalf this concession from the Chinese Government, while the Chinese originators were to proceed to Peking to work the scheme to a success through influential officials. They promised the Empress-Dowager through a certain Imperial clansman that the Belgians proposed to prospect for a capital of Tls. 3,000,000 to build this line, and the latter would present out of this Tls. 1,000,000 to her as a royalty, as soon as she had given consent, the amount to be immediately deposited with the Russo-Chinese Bank at Peking. It was understood that the originators would get Tls. 300,000 as their reward for carrying out the scheme to a success and the four Chinese originators would also get appointed to lucrative and influential posts on the railway when it has been completed during construction. The whole scheme has been carried out most secretly, but it is said that its success is now assured. After a decree sanctioning the right to the Belgians has been promulgated they will immediately proceed to Belgium to prospect for capital. If the Chinese wanted a certain number of shares, they could purchase them in advance now and the shares could be retained for them, but not otherwise.

It is to be noticed that no British railway schemes in China are talked about. This is as we should expect.

## THE ANTARCTIC EXPEDITION.

The Antarctic exploring expedition which sailed from New Zealand in December, 1901, under Commander R. F. Scott, R.N., returned to Lyttelton in March with the two relief ships which sailed from Tasmania in 1903.

It was in January 1902 that the *Discovery*, under Captain Scott, R.N., pierced the icecap on its voyage furthest south. Lieutenant Armitage, R.N.R., formerly of the Jackson-Harmsworth expedition, was second in command. After visiting Cape Adare and other points on Victoria Land, the vessel sailed eastwards along the ice cliffs of the great ice barrier of Ross for over 400 miles, or 150 miles beyond the furthest point previously reached by explorers. Then its journey was blocked, and the winter was passed at the foot of Mount Erebus and Mount Terror. The lowest temperature experienced was 62deg. F. below zero. At the coming of spring sledge parties were organised, and much useful and daring work was accomplished. Once Captain Scott and some companions beat all records, reaching the latitude of 82deg. 17 min. S. Their journey took ninety-three days and they travelled nearly 1,000 miles, suffering great hardships.

The *Discovery* was left imprisoned in the ice south-west of Erebus and Terror, and the *Morning* was sent out to her relief. The latter found Captain Scott's ship icebound, and was unable to approach within ten miles, so that all stores had to be carried over the ice. The *Morning* then returned, but the summer failed to release the *Discovery*, and it became necessary to despatch further relief. The *Terra Nova*, a fine old whaler, was consequently fitted out to go to the assistance of the ship that had sailed furthest south.

## POLICE COURT.

Monday, 9th May.

BEFORE MR. H. H. J. GOMPERTZ  
 (ACTING POLICE MAGISTRATE).

## ON BOARD THE STEAMER.

A Chinese lady while on the steamer going to Shekwan had rather an unpleasant experience. Another passenger came and sat alongside the young lady and stole her umbrella.  
 Fifteen days' hard labour and six hours' stocks.

## THEFT.

Mr. Hazeland appeared on behalf of a man charged with stealing a jacket. It appears that defendant took the garment from a partition of a cubicle, inside of which a woman was sleeping. He was sentenced to 15 days' hard labour and six hours' stocks.

## NO OFFENCE.

Sergt. Kerr charged three men with carrying bamboos under verandahs, causing obstruction on the footpaths.

The Magistrate said this was no offence under the ordinance.

## YOUTHFUL THIEF.

Sanitary Inspector O'Kieffe charged his Chinese boy, 16 years of age, with stealing \$11.70. The young thief bought a watch and chain and had a trip to Shekwan with the spoil, but now has to look at the matter from another point of view.

## PITCH-AND-TOSS.

For playing pitch-and-toss with some of his friends a Chinaman was fined \$5.

## ASSAULT.

Bartholomew, an ex-P.C., was charged with assaulting a ricksha-coolie, a civilian, and a police constable. He was fined \$25 or 42 days.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

## OUT OF HIS MIND.

Mahomed Ali, a soldier of the 110th Mahratta Light Infantry, was charged with behaving in a disorderly manner. He made a great noise in court, crying out *La la ilallah, Mahomed rasdallah*, also calling for his father and mother.

The charge was withdrawn as the man was considered out of his mind.

## FONKERY.

Dr. Hall Wright charged his "boy." The servant collected \$12 to pay a bill, pocketed the money, and gave his master a forged receipt. The servant put off the man to whom the money was owing for some time, but the latter eventually applied personally to Dr. Hall Wright, and the theft was discovered.

Six months' and six hours' stocks.

## UNLAWFUL POSSESSION.

A marine hawkler was charged with unlawful possession of three ingots of zinc. It appears, from the evidence, that the man received the ingots in exchange for Chinese lilies on board the P. & O. s.s. *Malta*, from one of the engine room staff. Defendant had failed to put in an appearance when case first came on, so forfeited \$100 bail. He afterwards came up of his own accord and was fined \$1, making \$101 in all.

## "ASTRAL SIGHT."

According to an American journal, Vesta La Vista, a member of the Cosmological Centre, has been making visits to Mars and Venus by projecting her astral body to those planets. She related her experiences and impressions recently in a lecture before the society. "Mars is," she explained, "peopled with an enthusiastic, stalwart, noble race of men, with complexions shiny and black as ebony. They are wiry, muscular, taut, and very supple. They play with electricity as we would with fireworks."

"They have a way of flashing firelike radiations from their legs that makes their presence decidedly luminous, lively, and at times somewhat dazzling. They appear like huge warriors attired in atmospheric rainments of flame."

"The Mars women are beautiful, with daintily-moulded forms, and with very fair complexions. Their flesh is luminous."

She described the architecture of the country as transcendent, and said the arts and government were of proportionate superiority to this world.

"Venus," according to the lady, "is small, but a very beautiful and tropical planet, and is inhabited by a charming race of beings; they are associated most happily in soul-mated couples, for they have a flexible astral or psychological tubing, which invisibly connects their bodies and prevents them from wandering or straying or being separated at any time from their true soul-mates."

## A CHINESE MURDERER.

## WILD SCENES IN COURT.

An unprecedented scene was witnessed in the corner's court at Peak Hill, New South Wales, recently, when a Chinaman named Ah Chick, who had given himself up for the brutal murder of Mr. Trengaskis, a local resident, was led in handcuffs. As he passed up the room, Mr. Oxley, a justice of the peace and son-in-law of the murdered man, intercepted him and struck him a terrific blow on the mouth, felling him instantly. Mr. Oxley was immediately secured by the police, and ordered to be dealt with by a magistrate. Later Mr. Trengaskis's son was called to the witness-box. Anticipating trouble, the police watched the witness closely, but the latter contrived to hurl a large stone at the Chinaman, striking him on the head, and inflicting an ugly wound. The police closed and grappled with the witness, and a wild scene followed. Friends of the murdered man fought and wrestled to get at the trembling prisoner, chairs and tables were knocked over and smashed, and together with the dock and other furniture in the court-room, were splashed with blood.

## STEAM COAL FOR THE FAR EAST.

The *British Trade Review* of April 1st says:—The steam coal market, owing to the abnormal demand for the Far East, has been excessively busy, and prices show a steady advance. From returns issued, it seems that during the months of January and February no less than 272,392 tons were shipped to Japan, Singapore, Hongkong, Colombo, and Port Arthur. As compared with the corresponding period of the last year this shows an increase of about 200,000 tons. Since then an additional 100,000 tons have been purchased for Japan alone, fifteen steamers having been fixed within a period of seven days. From seventeen to twenty steamers have also been taken up for Hongkong, the rates to which port have advanced from 18s. to 25s. A good deal of this coal, however, does not represent new purchases, but forms part of the contracts made by the British Admiralty in the autumn of last year. Large shipments have also been made within the last few days to Shanghai, Colombo, and other Eastern ports. For very obvious reasons no coals have been purchased for Port Arthur since the end of January, though it is reported that Russian agents have been seeking tonnage for Kiao-chow, the German concession in China. A freight as high as 65s. is said to have been offered to any shipper willing to load to this port, but as the charter includes a secret option, which may mean that on the arrival of the vessel at Kiao-chow, the captain may be instructed to run the blockade to Port Arthur, up to the time of writing nobody had been found willing to undertake the risk. Still, very pressing inquiries are being made at five or six of the best steam collieries as to the terms upon which they would be prepared to supply 20,000 tons, or an aggregate of 100,000 tons, in May next, for ports in the Yellow Sea. During the month two Japanese steamers have left Cardiff, with 5,000 tons of best steam coal. Before leaving the port the shipper's entered into a bond with the Customs authorities that the coal was intended solely for bunkering the vessels, and so escaped payment of the coal tax. The abnormal demand has sent up prices of best coals from 14s. 6d. to 16s., and in some cases to 18s. 6d. per ton; second-class coals are also selling at 14s. to 15s. 6d.

## MR. ALLEYNE IRELAND ON THE MALAY STATES.

Mr. Alleyne Ireland, whose writings now meet us at every turn, has contributed to an American magazine an interesting study of the administration of the Federated Malay States. In the Philippines Americans recognise "a very difficult proposition," and they have also the wisdom to recognise, as Mr. Ireland's mission testifies, that they may materially lighten their task by making a judicious use of the experience gained by older colonising Powers in dealing with Asiatic peoples. The idea is admirable if the conclusions would be accepted. Mr. Ireland prefaces his account of the administration we have established in Malaya by a brief historical summary of our connection with the Malay Peninsula. "The origin of British rule in the Malay States," he says, "an interesting study, because it represents territorial acquisition (or a degree of control which, in fact, amounts to that) under circumstances which have always seemed to practical men of action to justify the event, but which to the armchair traveller, to the long-distance philanthropist, have always afforded, and still afford, material for painful sermons on the inherent wickedness of all strong nations, and the inherent goodness and right-mindedness of all weak native races. It is a conflict of theories which can never be reconciled, because one side argues from conditions as they are and always have been, the other from conditions as they ought to be and never have been—in a word, from the opposite standpoints of observation and speculation." Mr. Ireland traces the various stages out of which there has grown the existing federation under the authority of a Resident-General, the agent and representative of the British Government. He pays a well-merited tribute to the work of Sir Andrew Clark, Sir Hugh Low, and last but not least, to Sir Frank Swettenham. But it is to his summary of the results that have followed the introduction of British rule in Malaya that we may direct attention. What, Mr. Ireland asks, has British rule achieved for the Malay States? His answer is that "it has given the native security of life and property; it has abolished slavery and the exaction of unpaid labour; it has established permanent land titles; it has provided free education and free hospital treatment and medicine for all; it has exterminated piracy; it has put an end to the recurrent scourges of small pox and cholera; it has constructed over 1,000 miles of metalled roads; it has built out of current revenue 300 miles of railway, which carried nearly 4,000,000 passengers in 1902, and earned in ten years a net revenue of over \$7,000,000; it has, perhaps unwittingly, left the natives untaxed. We stop here, though it does not exhaust the appreciation that Mr. Ireland extends to the work done in the States, since the middle seventies, and in which any administration may well feel a justifiable pride."

## SKIPPING.

A medical pamphlet recommends skipping as a mode of exercise by means of which the middle-aged may contrive to keep themselves fit in spite of the hurry and worry of twentieth-century life in cities. It is not explained whether the exercise can most profitably be taken within doors or without; but it is clear that each plan has its *prima facie* disadvantages. On the one hand the twentieth-century flat is not built with a view to skipping, and might possibly be specially hired for the purpose. On the other hand any middle-aged man—and more particularly any middle-aged lady—who took to skipping publicly in the streets, might excite the derision of the young, like the hopping sugar-broker in Mr. Gilbert's ballet. This last objection, however, obviously depends rather upon transient prejudice than upon anything in the eternal nature of things, and might conceivably be overcome by concerted action on the part of those who need the exercise. A skipping club in every square and crescent, dispersing itself metonymically to the strains of a specially hired harp-organ, would add to the vivacity of our sober thoroughfares, and perhaps even enliven the national character while improving the national health.

The Knights of the Order of S. Michael and S. George have had allotted to them a special chapel in S. Paul's Cathedral. It was in 1818 that the Order was founded. Its purpose was to commemorate the placing of the Ionian Islands and Malta under the protection of Great Britain. Its membership was limited at first to natives of those islands and to "such subjects of His Majesty as might hold high and confidential positions in the Mediterranean." Now the scope of the Order embraces the whole of the Colonial Empire, and the Sovereign is its most distinguished member. The Grand Mastership is at present vacant owing to the death of the Duke of Cambridge.

## KODAKS! KODAKS!! KODAKS!!!

AND

PHOTO GOODS OF EVERY DESCRIPTION.

We have an Establishment Solely devoted to

## DEVELOPING AND PRINTING

or Amateurs, where we turn out work of the best description and with great promptness.

LONG, HING &amp; CO.,

17A, QUEEN'S ROAD CENTRAL  
 (Four Doors East of Hongkong Hotel)

Hongkong, 10th March, 1904.

## THE NEXT OCEAN LEVIATHANS.

The two steamers of 28,000 tons gross which are under construction at Belfast for the White Star Line, place that line more securely than ever in the first position in the world as regards large steamers. When the two vessels are launched the White Star Line will possess five steamers of over 20,000 tons, the five being larger than the largest steamer possessed by any other line. Moreover, the new White Star lines will both be about 14,000 tons larger than the largest steamer in any other line under the British flag. The North German Lloyd occupies the second place in respect of big ships; yet the aggregate tonnage of their five largest steamers falls short of the aggregate of the five largest White Star liners by about 45,000 tons. This ascendancy of the White Star flag is all the more remarkable because it has been entirely built up within the past ten years. In 1894 the Cunard Line held the first place with the *Campania* and *Lucania*, each of 12,500 tons; the American Line came next with the *Paris* and *New York*, each of 10,500 tons; and the White Star Line came only third, with the *Titanic* and *Majestic*, of 8,556 tons. At that time the North German held the second place, but since 1899 they have only built one vessel (the *Oceanic*) of 20-knot speed, and even she was never intended to compete for the honour of supremacy in ocean speed.

It is worthy of note that while the White Star Line is ever increasing the tonnage of its largest vessels, its directors show no disposition to add to the number of ocean liners. From the commencement of the line in 1871, till 1889, when the *Titanic* and *Majestic* were launched, the White Star Line had steamers nearly as fast as the fastest in any other line, and sometimes their boats were the fastest in the world; but since 1889 they have only built one vessel (the *Oceanic*) of 20-knot speed, and even she was never intended to compete for the honour of supremacy in ocean speed.

## SHIPPING NOTES.

## WEATHER.

The *Shansi*, from Chinkiang:—strong N.E. wind and high sea. Clear atmosphere. The *Heathcote*, from Swatow:—moderate N.E. wind and clear. The *Elig*, from Chinkiang:—strong N.E. wind in Formosa Channel. The *Atenor*, from Shanghai:—fresh N.E. breeze and cloudy. The *Ulysses*, from Singapore:—moderate S.W. wind and sea to Lat. 16° N., Lon. 113° E.; thence to port strong N.E. winds, confused sea, and N. swell. Weather gloomy and unsettled.

## COAL.

The *Algonia*, from Cardiff, has 4,200 tons of coal, and the *Elia*, from Cardiff, 2,100 tons.

## STOWAWAYS.

The "Blue Flag" s.s. *Ulysses*, from Liverpool with 4,000 tons of cargo (1,000 for Hongkong), brought four Chinese stowaways from Singapore. She had 476 Chinese passengers.

## MISCELLANEOUS.

The *Shinosa*, now at Hongkong, is homeward bound from Japan with 3,000 tons of cargo. The *Shansi* arrived from Wuhu and Chinkiang yesterday en route for Canton. The *Nestor* from Yokohama has one D. B. S. (distressed British seaman) on board. Men who have been shipwrecked are sent home under this heading.

## THE JAPANESE FLAG.

Japanese papers announce two shipping transactions. The British steamer *Bendasi*, 2,316 tons, has been sold to a Mr. Oya of Osaka for 160,000 yen. The N.Y.K. has chartered the British steamer *Kelvin*.

## A TOKEN OF THE WAR.

The s.s. *Elia*, from Cardiff, reports having passed a fleet of homeward-bound (from the Red Sea) Russian warships off Algiers.

## A BATTERED SHIP.

"What with mutinous men and the most tempestuous voyage I have ever experienced, we had a rough time," said Captain Thomson, of the British sailing ship *Falls of Halladale*, which recently arrived at San Francisco from Liverpool. The vessel sailed from Eagle Horn July 25 last year, and on rounding Cape Horn met with a succession of violent hurricanes. In three weeks nineteen sails went by the board, and the pumps were worked incessantly to keep the ship afloat. One night a great sea struck the vessel, smashing the fore and aft bridges like matchwood. A blinding snowstorm was raging, and the crew were up to their knees in water. Finally it was decided to make for the Cape of Good Hope. When Invercargill, in New Zealand, was reached on January 1 the crew broke out in open mutiny, but the occupants of a passing yacht being informed of the state of affairs, told the mutineers that they would certainly be arrested if they landed, and the men resumed work. Nevertheless, another revolt was declared under the leadership of a man named Mooney, who with seven others had to be put in irons. Mooney held out for thirty-eight days before he would return to work. When the vessel reached San Francisco on March 19 her main-mast and mizzen royal yard had been completely carried away by the fury of the storms.

## STEAMER MOVEMENTS.

The Imperial German steamer *Sachsen* left Singapore on Saturday at 9 a.m., and may be expected here on Wednesday, the 11th inst., at 5 p.m.  
 The M.M. steamer *Australien*, with the next French mail, left Singapore on the 9th inst., at 4 p.m., for this port via Saigon.  
 The C.P.R. steamer *Athenian* left Yokohama on Sunday, the 8th inst., p.m., for Victoria and Vancouver.

The steamer *Silverlip*, from Antwerp, London, &c., left Singapore for this port on the 7th inst., and may be expected here on the 14th inst.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 9th at 11:20 a.m. the barometer has fallen at nearly all stations, but more particularly in the Yangtze valley.

The anticyclonic area has moved eastward, and its centre is now near the Loochoo Islands, and a depression has appeared to the westward of Shanghai.

Gradients are slight on the China Coast, and moderate E. winds will prevail in the Formosa Channel, and fresh E. winds in the northern part of the China Sea.

Forecast:—Fresh E. winds; cloudy, fair.

TRADE MARK.

TELEPHONE No. 135.

HAVE YOU TRIED

## "YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE  
 PLEASING  
 POPULAR  
 PALATABLE  
 PRODUCTION

\$16.00 PER CASE OF 12 DOZEN PINTS.

SOLE AGENTS

H. PRICE &amp; CO.

12, QUEEN'S ROAD CENTRAL

DR. NEWELL WILSON, DR. WILLIAM DANIEL

## DENTISTS.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31, QUEEN'S ROAD CENTRAL

(First Floor Watkin's Building).

Hongkong, 18th February, 1904.

## AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 m.m.  
 WITH CHAMBER FOR 10 CARTRIDGES.  
 FIRING 10 SHOTS IN 2 SECONDS.  
 SIEMSEN & CO.

Hongkong, 3rd October, 1900.

## RUINART PERE &amp; FILS, REIMS

Established 1719.  
 CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO., Sole Agents.

Hongkong, 18th May, 1903.

## "THE EAST OF ASIA."

(Published Quarterly.)

CONTAINING Articles of Special Interest. Profusely Illustrated, descriptive of the people, customs, &c., of the Far East. The kindly Press criticisms, both Continental and American, that the production of the Magazine has evoked is eloquent testimony of the sterling merit of the publication.

Price ... .. \$1.50.

On Sale at "NORTH CHINA HERALD OFFICE, Shanghai,"  
 MESSRS. KELLY & WALSH, Hongkong,  
 and all leading Booksellers in the Far East.  
 Hongkong, 14th February, 1903.

## HONGKONG BUSINESS DIRECTORY.

## JEWELLERS

MAISON LEVY HERMANOS  
 Diamond Merchants and Watchmakers,  
 Watson's Building, Queen's Road, At  
 Shanghai, Manila, Paris and Hoi

## PHOTOGRAPHER

M. MUMEYA, JAPANESE ARTIST.  
 Bromide and Crayon Enlargements at  
 also colouring Photos and relief Photo  
 Views of China and Manila. Work  
 done for Amateurs; 110, 8A, Queen  
 Road Central.

## STOREKEEPERS

F. BLACKHEAD & CO.,  
 Navy Contractors, Sailmakers, Provision  
 and Coal Merchants, Sole Agents for  
 Hartmann Rahtjen's Genuine Con  
 position Red Brand Brand.

BISMARCK & CO.,  
 Navy Contractors, Ship Chandl  
 Provision and Coal Merchants, Sa  
 makers, &c. Fresh Water supplied  
 Vessels in the Harbour

KWONG SANG & CO.,  
 Shipchandlers, Sailmakers, Provision



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed Daily Press only, and special business matters The Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: P. M. S. 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## TO LET.

FIRST-CLASS FURNISHED ROOMS, with or without Board, close to Post Office and Banks.

Apply to—

N. N. 98,

Care of Daily Press Office.

Hongkong, 10th May, 1904. [121]

## REMOVAL.

WM. POWELL, LIMITED.

BUSINESS will be entirely suspended on Monday, 16th inst. (Except in the Gentlemen's Department, 28, Queen's Road), for the purpose of REMOVAL to our NEW PREMISES in DES VOUX ROAD, which will be open on the following day.

R. G. HECKFORD,

Manager.

Hongkong, 10th May, 1904. [1212]

## MARINE EXCURSION.

## THE Steamship

## "SAN CHEUNG"

will leave the Tung Yick Wharf at 3 A.M. on SUNDAY, May 15th, Weather Permitting, for a cruise to the LADRONE ISLANDS or to the BOCCA FORTS, returning at 5 P.M. Fare \$3. Children Half-price.

Lunch and Refreshments can be had on Board.

Tickets can be obtained from Messrs. Kelly & Walsh, or on Board the Steamer.

Hongkong, 14th May, 1904. [1213]

## THE TRADE MARKS ORDINANCE.

1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that the ITALIAN FAR EAST TRADING COMPANY, of No. 10, Des Vaux Road, Victoria, in the Colony of Hongkong, Merchants, have on the 16th day of April, 1904, applied for registration in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARK:—

A representation of a swan on water with wings raised, in the name of the ITALIAN FAR EAST TRADING COMPANY, who claim to be the sole proprietors thereof.

The TRADE MARK is intended to be used by the applicants, forthwith, in respect of the following goods:—

Needles and metal goods in class 13.

A facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong, and also at the office of the undersigned.

Dated the 10th day of May, 1904.

GEO. K. HALL BRUTTON,

Solicitor on behalf of the Applicants,

Nos. 39 and 41, Des Vaux Road, Hongkong. [1214]

## THE TRADE MARKS ORDINANCE.

1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that the ITALIAN FAR EAST TRADING COMPANY, of No. 10, Des Vaux Road, Victoria, in the Colony of Hongkong, Merchants, have on the 16th day of April, 1904, applied for registration in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARK:—

A representation of a Chinese bear with the head turned round over the left shoulder with hind and fore legs curved beneath its body and with two tails. Above the animal are the Chinese characters 羅能行洋行 and below are the words ITALIAN FAR EAST TRADING CO., who claim to be the sole proprietors thereof.

The TRADE MARK has been used by the applicants since the year 1901 in respect of the following goods:—

Chemical substances used in manufactures, photography or philosophical research, and anti-corrosives, in class 1.

A facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong, and also at the Office of the undersigned.

Dated the 10th day of May, 1904.

GEO. K. HALL BRUTTON,

Solicitor on behalf of the Applicants,

Nos. 39 and 41, Des Vaux Road, Hongkong. [1215]

## THE TRADE MARKS ORDINANCE.

1898.

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The TRADE MARK has been used by the applicants since the year 1901 in respect of the following goods:—

Cotton piece goods of all kinds in class 24.

A facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong, and also at the Office of the undersigned.

Dated the 10th day of May, 1904.

GEO. K. HALL BRUTTON,

Solicitor on behalf of the Applicants,

Nos. 39 and 41, Des Vaux Road, Hongkong. [1216]

## NEW ADVERTISEMENTS

## THE TRADE MARKS ORDINANCE.

1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that the ITALIAN FAR EAST TRADING COMPANY, of No. 10, Des Vaux Road, Victoria, in the Colony of Hongkong, Merchants, have on the 16th day of April, 1904, applied for registration in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARK:—

A representation of a Chinese bear with the head turned round over the left shoulder with hind and fore legs curved beneath its body and with two tails. Above the animal are the Chinese characters 羅能行洋行 and below are the words ITALIAN FAR EAST TRADING CO., who claim to be the sole proprietors thereof.

The TRADE MARK has been used by the applicants since the year 1901 in respect of the following goods:—

Tarpaulins, Tents, Rickshaws, Rope, twine in class 50 (7).

A facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong, and also at the Office of the undersigned.

Dated the 10th day of May, 1904.

GEO. K. HALL BRUTTON,

Solicitor on behalf of the Applicants,

Nos. 39 and 41, Des Vaux Road, Hongkong. [1217]

## THE TRADE MARKS ORDINANCE.

1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

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A representation of a Chinese bear with the head turned round over the left shoulder with hind and fore legs curved beneath its body and with two tails. Above the animal are the Chinese characters 羅能行洋行 and below are the words ITALIAN FAR EAST TRADING CO., who claim to be the sole proprietors thereof.

The TRADE MARK has been used by the applicants since the year 1901 in respect of the following goods:—

Cotton goods (not included in classes 23, 24 and 25) such as cotton braids and lama braids in class 25.

A facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong, and also at the Office of the undersigned.

Dated the 10th day of May, 1904.

GEO. K. HALL BRUTTON,

Solicitor on behalf of the Applicants,

Nos. 39 and 41, Des Vaux Road, Hongkong. [1218]

## HAMBURG-AMERIKA LINE.

(Taking Cargo at through rates to Tientsin.)

THE Steamship

"LYEEMOON,"

Captain Th. Lehmann, will be despatched for the above port TO-MORROW, the 11th inst., at 3 P.M.

This Steamer has superior accommodation for First and Second class passengers.

For Freight or Passage, apply to

SIEMSEN & CO.,

Agents.

Hongkong, 10th May, 1904. [1219]

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"SACHSEN"

Captain E. Pesch, due here with the outward German Mail about WEDNESDAY, 5 P.M., will leave for the above places about 12/24 hours after arrival.

NORDDEUTSCHER LLOYD, For Further Particulars, apply to

MELCHERS & CO.,

Agents.

Hongkong, 10th May, 1904. [1220]

## OCEAN STEAMSHIP COMPANY, LIMITED.

AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"ULYSSES,"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the wharves of the Hongkong and Kowloon Wharf and Godown Co., Ltd. where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 11th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 16th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 16th inst., will be subject to suit.

All Claims against the Steamer must be presented to the undersigned on or before the 19th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 9th May, 1904. [10-11]

## TO LET.

"THE EYRIE" (PEAK).

No. 3, CAMERON VILLAS, Peak.

"ALEXANDRA" BUILDINGS, Rooms on the Top Floor.

Nos. 15 and 17, MOSQUE JUNCTION.

Nos. 11, 13 and 21, BELILIOS TERRACE.

"WESTWARD HO" Top Floor only.

No. 3, MOUNTAIN VIEW (Peak) for 5 Months from 1st May, 1904. Cheap Rental.

No. 1, BEACONFIELD ARCADE (whole house), facing Parade Ground. Cheap Rental.

Apply to—

LINSTEAD & DAVIS,

Hongkong, 10th May, 1904. [1217]

## NEW ADVERTISEMENTS

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAISE.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"AUSTRALIEN,"

Captain Veron, will be despatched for the above ports on MONDAY, the 16th inst. For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 10th May, 1904. [12]

## CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MOJI AND SALINA CRUZ (MEXICO).

THE Steamship

"LOTHIAN,"

will be despatched for the above ports on SATURDAY, the 21st inst., at 4 P.M. For Freight, apply at Company's Office, No. 20, Des Vaux Road.

J. S. VAN BUREN,

Superintendent.

Hongkong, 10th May, 1904. [1220]

## PUBLIC COMPANIES

PHILIPPINE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the FIRST ORDINARY GENERAL MEETING of SHAREHOLDERS of the above Company will be held (in the rooms of the Manila Chamber of Commerce, No. 83 Calle Anasagui Biondo, Manila, P. I.) on FRIDAY, the 20th day of MAY, 1904, at 4 o'clock P.M. for the following purposes: To elect a Board of Directors, to appoint an Auditor, and to transact any other business which may be brought before the Meeting by the General Managers.

BENJAMIN KELLY & POTTS,

General Managers.

Manila, 29th April, 1904. [1206]

## THE YANGTSE INSURANCE ASSOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND at the Rate of Twenty per cent, being Twelve Dollars per Share, on the Paid-up Capital of the above Association, has been declared payable in Taels at Exchange 73 at the Chartered Bank of India, Australia and China or the Hongkong and Shanghai Banking Corporation, Shanghai, on and after this date to Shareholders of record on the 11th April, 1904.

By Order of the Board of Directors,

W. S. JACKSON,

Secretary

Shanghai, 22nd April, 1904. [1122]

## WANTED.

SHORTHAND and TYPEWRITING CLERK.

Apply in writing stating qualifications, references and salary to—

DENNIS & BOWLEY,

Supreme Court House.

Hongkong, 6th May, 1904. [1192]

## GOVERNMENT CIVIL MEDICAL DEPARTMENT.

THERE is a VACANCY at the Victoria Hospital for Women and Children on Barker Road, for a STEWARD and CLERK (non-Chinese).

Salary—\$840 a year rising by biennial increments of \$80 to \$960 with uniform and free furnished bachelor's quarters.

Qualifications—Good knowledge of English, quickness at figures and good handwriting, ability to act as Interpreter in Chinese (Cantonese dialect).

Applications should be sent to the Principal Civil Medical Officer at the Government Civil Hospital not later than noon of the 13th inst.

Hongkong, 5th May, 1904. [1193]

## GRACE &amp; CO.

FOREIGN AND COLONIAL STAMP DEALERS.

No. 58, PEEL STREET, HONGKONG. Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Are also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash. 15 to 25 per cent. Discount. Allowed. [121]

## FOR SALE

FOR SALE CHEAP.

RURAL BUILDING LOTS 42 and 84, (Magazine Gap) with the Building thereon known as "STONYHURST," formerly the residence of the late J. J. Francis, Esq., Q.C.

Premises let at \$40 a month, inclusive of taxes. Area of lots about 30,000 Sq. feet. Price \$7,000, of which \$4,000 to remain on Mortgage, if required, at 7% per annum.

Apply to—

ARNET RUMJAHN,

62, Queen's Road.

Hongkong, 29th April, 1904. [1141]

## MANILA.

FOR SALE as a going concern, HOTEL CHAMPAGNE, comprising two First-class Hotels in Manila, with Livery Stables attached. Intending purchasers will please apply for further particulars to—

M. H. C.,

Care of Daily Press Office.

Hongkong, 13th April, 1904. [1901]

## FOR SALE.

HOUSE BOAT, 42 feet long; Copper bottom; now lying off Ah King's ship-way. Offers may be sent to—

V.

Care of Daily Press Office.

Hongkong, 22nd March, 1904. [900]

## FOR SALE.

THE "NAGASAKI MEDICAL HALL" and "AERATED WATER PLANT" as a going concern.

Apply—

R. H. POWERS & CO, Nagasaki.

Hongkong, 22nd April, 1904. [1074]

## INSURANCES

## L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO.

Hongkong, 1st January, 1904. [1]

## AACHEN AND MUNICH FIRE INSURANCE CO.

OF AIX-LE-CHAPPELL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.,

Agents.

Hongkong, 21st April, 1897. [199]

## PHENIX FIRE OFFICE.

THE Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAFRAIK & CO.,

Agents for the Phenix Fire Office.

Hongkong, 17th August, 1887. [129]

## NORTHERN ASSURANCE CO

FIRE and LIFE.

ESTABLISHED 1836.

THE Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates.

Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.

TUNNER & CO.,

Agents.

Hongkong, 23rd September, 1903. [287]

## NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1902, £16,378,771.

I. AUTHORIZED CAPITAL... £3,000,000 0 0

SUBSCRIBED CAPITAL... 2,750,000 0 0

PAID-UP CAPITAL... 687,500 0 0



# ROBINSON PIANO Co. LD.

## MANUFACTURERS

OF THE  
"SERVICE"  
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"ECONOMIC"  
PIANOS.

SPECIALISTS  
IN  
"EVERYTHING  
MUSICAL."

AND AT  
SHANGHAI AND  
SINGAPORE.

Hongkong, 7th May, 1904. [640]  
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JOB PRINTING  
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OF THE

"HONGKONG DAILY PRESS"

IS REPLETE WITH ALL THE LATEST  
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ANCES FOR THE PRODUCTION OF  
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ALL DESCRIPTIONS OF  
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AT THE SHORTEST NOTICE.

LAW WORK,  
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BOOKS

A SPECIALITY, AND AT PRICES  
WHICH COMPARE FAVOURABLY  
WITH ANY OTHER PRINTING ESTAB-  
LISHMENT IN THE FAR EAST.  
ESTIMATES FURNISHED.

Hongkong, 1904.

## AUCTIONS

### PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 16th day of MAY, 1904, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of Crown Land at Hung Hom, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King for one further term of 75 years. [1201]

### PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square ft.	Annual Rent.	Upset Price.
			ft. ft. ft. ft. ft. ft.		\$	\$
1	Kowloon Marine Lot No. 88	Hong Hom	405 400 310 300 129,750	1,192,38,225		

### PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

WEDNESDAY, the 18th May, 1904, at 11.30 A.M., at their NEW GODOWNS TO-KWA-WAN, Kowloon Marine Lot No. 72, Certain Machinery and Furnishings Salvaged from the s.s. "KINGSLEY,"

Comprising:— One DONKEY BOILER (complete), One STEAM WINDLASS, One STEAM STEERING GEAR (complete), One HAND DITTO, One ENGINE ROOM TELEGRAPH (complete), One SET TRIPLE EXPANSION SURFACE CONDENSING ENGINES with all necessary connections, ELECTRIC PLANT with ASSORTED LAMPS and SWITCHES, &c., &c., &c.

Full Catalogues may be had from the undersigned. The "KINGSLEY" being practically a new steamer the attention of SHIP BUILDERS is drawn to these Salvages as being in better order than is usually the case.

A STEAM LAUNCH will leave BLAKE PIER at 11 A.M. on day of Sale to convey intending purchasers.

TERMS:—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 2nd May, 1904. [1164]

### BUSINESS TRAINING COLLEGE.

"ELEMENTARY" Shorthand to 120 words a minute; completion to corresponding speed; \$50, or by instalments of \$5 a lesson. "ADVANCED" LESSONS to completion of shorthand speed, \$100, or by instalments of \$10 each lesson.

FOREIGN LANGUAGES Taught. TRANSLATIONS made. TYPEWRITING taught on all makes of machines.

MANFOLDING, DUPLICATING, and SINGLE Typewritten copies for the public. MACHINES (all good makes) for sale. EVENING Classes in Shorthand, Typing, English, etc. Hours, 7 to 9 o'clock. \$2 per lesson.

PUPILS attended at their own homes, or lessons by post.

CIRCULARS post free.

WARWICK PEELE—Principal. Hongkong (near G.P.O.) Canton:—144, Shamen. Hongkong, 4th May, 1904. [590-661]

### MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK" NAGASAKI. A.I., A.B.C., Scott's and Engineering Code Used.

DOCK No. 1 (at TATEGAMI.) Extreme Length... 523 feet. Length on Blocks... 513 " Width of Entrance on Top... 89 " Width of Entrance on Bottom... 77 " Water on Blocks at Spring Tide... 26 1/2 "

DOCK No. 2 (at MUKAIJIMA.) Extreme Length... 371 feet. Length on Blocks... 350 " Width of Entrance on Top... 69 " Width of Entrance on Bottom... 53 " Water on Blocks at Spring Tide... 29 "

PATENT SLIP (at KOSUGE). Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS. The COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, FITTED with POWERFUL SALVAGE PLANT READY AT SHORT NOTICE. 176

### C. LAZARUS & CO.

60 & 61, BENTINCK STREET, CALCUTTA.

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### THE STANDARD INDIAN BILLIARD TABLE

made throughout in Calcutta of thoroughly seasoned solid wood and fitted with extra low cushions. Guaranteed to stand the TROPICAL CLIMATE.

Price, complete, with accessories for Billiards Rs. 1,450, packed.

C. L. & Co. take all RISKS against BREAKAGE.

Latest PRICE LIST can be had from "HONGKONG DAILY PRESS" Office. [3119-3]

## THE COTTON PIECE-GOODS TRADE.

Sir F. Forbes Adam, President of the Manchester Chamber of Commerce, has received from Mr. Robert Barclay, an ex-president and one of the directors, a letter on the Board of Trade returns of the exports of cotton piece-goods in which he says:—

While the totals of all kinds continue to show steady progress, the details of that progress as shown in the different classes are, I think, also of great importance. Change is an element in the progress of trade that is ever at work. There is a constant striving to improve.

Enterprising firms promptly adopting new inventions shoot ahead of their neighbours. The tastes and tendencies of foreign markets are ever changing under the influence of new fashions and advancing ideas as to mode of living. Unbleached and plain white goods were perhaps the articles in which the export trade of Lancashire at first mainly developed. Even under these heads, with the exception of last year in greys, owing to special circumstances as to the supply of cotton known to all, the quantities have been fairly maintained, and I believe that there has been an important advance in the character of the goods which these classes embrace, say in the direction of figured and bordered goods. But when we turn to the other classes, my printed and dyed and coloured goods, we see more fully the advance that has been taking place. Grey goods may be taken as typical of our early shipments to foreign countries, but these countries have been advancing, the people who were formerly content to wear grey calicoes want now something better, and our Lancashire producers have been alive to the fact in supplying the higher classes of printed and coloured goods, which are now also wanted. All this has meant increased labour in multiplied processes, and increased employment for the people, and it is not wonderful that, with the knowledge of these facts patent to their own observation, the people of Lancashire laugh at the attempts of Protectionists to convince them that their trade is going back. The increase in dyed and coloured goods, which in 1889 showed a value of £8,122,623, while last year it showed £13,605,387, is perhaps the most remarkable of all. Formerly this trade was mainly in the hands of a limited number of big producers, but now it is widely spread, not only in Lancashire, but also in Yorkshire, and among a host of small producers, who have found in it a suitable trade. It is singular to find that this branch of cotton manufactures, in which our Continental competitors were supposed to be advancing most, is the one in which the increase in England has been greatest. Our home trade houses perhaps at times see the dumping of these Continental-made goods upon our English market, but they don't see the dumping of buyers for Continental firms with connections abroad who come here to get the goods that sell best in foreign markets, because of their cheapness, due to the freedom with which the industries that produce them can be pursued.

## ROWLAND'S MACASSAR OIL FOR THE HAIR

Preserves, Beautifies, Nourishes It. Nothing equals it. 10 Years proves this fact. Golden Colour for Hair. Of Stores, Chemists, Hairdressers.

DAVID CORSE & SONS' MERCHANT NAVY NAVY BOILED OIL FLAX RELIANCE CROWN TARPAILING ARNHOLD, KARBERG & CO. Sole Agents. [3486]

SIEN TING. SURGEON DENTIST. No. 10, D'AGUIAR STREET. TERMS VERY MODERATE. Consultation Free. Hongkong, 21st March, 1904. 95

## BACTERIOLOGICAL REPORT FOR 1903.

The report of Dr. William Hunter, the Government Bacteriologist, for 1903, is published in the Gazette. We make the following extracts:—

During the past year, extensive alterations have been carried out at the Government Public Mortuary. New mortuaries have been built with offices and servants' quarters attached. The whole compound has been constructed on the most modern lines, providing excellent accommodation for pathological work of any description. During the past year, the greater part of the work has been carried out at the Mortuary owing to the want of a Bacteriological Laboratory. It is hoped that this will soon be finished and that the accommodation and equipment there will be such as to allow of the most varied bacteriological research. The apparatus for the equipment of such a laboratory is at present stored at the Public Mortuary, so that with the erection of the building there need be no delay in starting research work. Such bacteriological work requiring to be done during the past year has been done at the Mortuary. The temporary laboratory in the Kowloon Town Infectious Diseases Hospital was found to be inconvenient, and during the epidemic of plague would have interfered with the carrying out of the then somewhat arduous duties of the officers in charge of that institution.

Throughout the year the Sanitary Department have rendered most valuable assistance in regard to the cleansing of the Public Mortuary. During the year, 2,325 human bodies were examined at the Public Mortuary. These figures represent a rather smaller number than during 1902. This is accounted for by the establishment of a Mortuary in Kowloon and the absence of an epidemic of cholera which swelled the figures during 1902.

During the past year a considerable amount of attention has been directed to pathological research, combined with bacteriological tests where necessary.

Plague has been dealt with as shortly as possible, as it is proposed to deal with the subject in a special Report, containing a review of research and experimental work done during 1903.

101,056 rats have been examined bacteriologically. Of these, 3,744 were found to be infected with plague. A large number of other animals have been examined for plague with positive results in many instances.

The question of the confusion of fowl cholera with plague in the absence of a detailed examination arose. It is proposed to go more fully into the matter.

The preparation of small-pox vaccine has been successfully prosecuted. 7,074 tubes were prepared during the year, an increase over 1902 of 3,422. A great increase in the sale of lymph was noted during the year. Compared with 1902 there was an increase of 1,841 tubes, and a similar increase of \$584 paid into the Bank. So far as I know the lymph has given satisfactory results and has been in demand not only in Hongkong but also in ports along the coast.

A cattle disease was investigated during the year. A preliminary Report was published by Mr. Gibson and myself, showing the disease to be a form of *Septicæmia Hemorrhagica* and to have no connection with what is known as true rinderpest.

## BEFORE GOING TO BED CALVERT'S CARBOLIC Tooth Powder

This unique antiseptic dentifrice is well-known by its pink colour, pleasant taste, fragrant odour, and thorough efficiency.

F. C. CALVERT & Co., Manchester, Eng.

## JAPAN COALS.

### MITSU BUSSAN KAISHA MITSUI & CO.

HEAD OFFICE:—1, SUNDA-GHO, TOKYO.  
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#### OTHER BRANCHES:

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Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the S. Railways; Principal Railway Companies and Industrial Works; Home and Foreign M. and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; SOLE AGENTS for Hokoku, Honda, Kanada, Fajintana, Mamoda, Mammoura, Onoura, Ota Sasahara, Tsubakuro, Yoshikawa, Yoshio, Yamokibara, and other Coals. N. INUZUKA, Manager, Hongkong.

### "HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST	\$10.00
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### DIRECTORY OF PROTESTANT MISSIONARIES IN CHINA, JAPAN AND COREA FOR 1904. WITH ALPHABETICAL LIST.

88 PAGES. PAPER COVER, 60 Cents. On Sale at

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Mr. EDWARD EVANS, Missionary Home, Book Room, 1, Queen's Gardens, Shanghai; Messrs. KELLY & WALSH, LD., Hongkong; Shanghai and Yokohama; Messrs. W. BREWER & Co., Hongkong and Shanghai;

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"DAI NIPPON" OFFICE, Hongkong, and at the London Office: 131, Fleet Street, Hongkong, 12th December, 1903.

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JULY to DECEMBER 1903. With INDEX. Price \$7.50. On sale at the Hongkong Daily Press Office. Hongkong, 25th March, 1904.

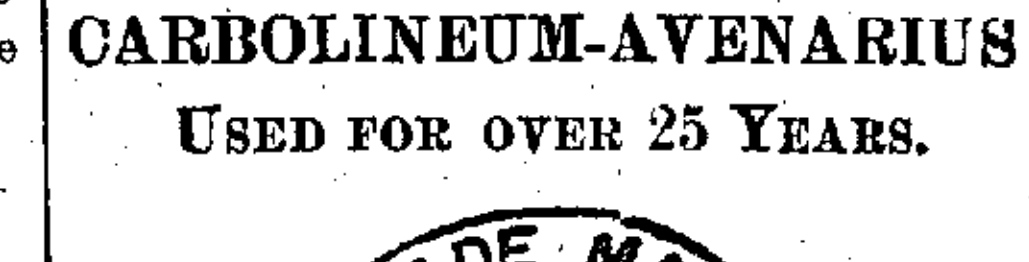
### CARBOLINEUM-AVENARIUS

USED FOR OVER 25 YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Damages.

LUTGENS, EINSMANN & CO. Sole Agents for China. Hongkong, 1st July, 1902. 280

TRADE MARK



IN CASKS OF ABOUT 450 LBS. NET

IN TINS OF 45 LBS. NET

COMPANIA GENERAL DE TABA DE FILIPINAS

FULL line of samples may be seen at Des Vaux Road, where our Representative has established himself. He will accept orders for all our brands of Cigars at Factory Prices.

COMPANIA GENERAL DE TABA DE FILIPINAS, Barcelona and Madrid.

Hongkong, 20th April, 1904.

### COLD STORAGE.

THE HONGKONG ICE COMPANY, have now 40,000 Cubic feet of Storage available at EAST POINT. Storage is open at 10 A.M. and 4 P.M. daily, Sun excepted to receive and deliver perishable goods.

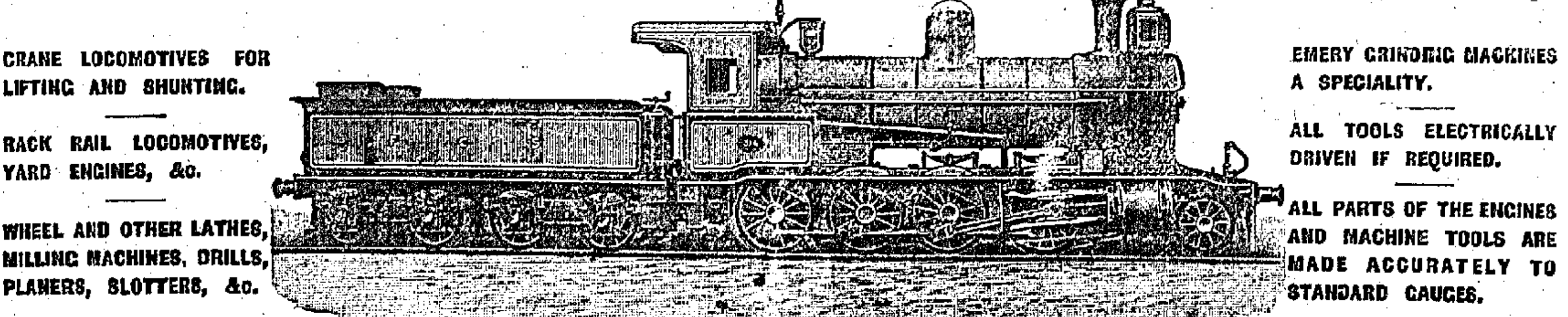
W.M. PARLANE, Manager. Hongkong, 18th November, 1901.

## BEYER, PEACOCK & CO., LIMITED.

Gorton Foundry, Manchester. ESTABLISHED IN 1854.

## LOCOMOTIVE ENGINES

ADAPTED TO EVERY GAUGE AND VARIETY OF SERVICE. Also ELECTRICAL LOCOMOTIVES and MACHINE TOOLS.



CRANE LOCOMOTIVES FOR LIFTING AND SHUNTING. RACK RAIL LOCOMOTIVES, YARD ENGINES, &c. WHEEL AND OTHER LATHES, MILLING MACHINES, DRILLS, PLANERS, SLOTTING, &c.

WORKMANSHIP AND MATERIAL UP TO THE HIGHEST STANDARD OF EXCELLENCE. STEEL FOUNDRY for casting Wheel Centres and other parts of Locomotives. Also general CASTINGS & FORGINGS.



## SHIPPING.

**ARRIVALS.**  
 y 8, ELIA, Norwegian str., 912, Jacobsen, Cardiff 18th March, Coals.—DODWELL & CO., LD.  
 y 8, HAICHING, British str., 1,677, Hodgins, Swatow 7th May, General.—DODWELL & CO., LD.  
 y 8, HONGKONG, French str., 750, A. Sza, Haiphong 14th May, General.—DODWELL & CO., LD.  
 y 8, HUP, French steamer, 705, Godineau, Haiphong 14th May, General.—DODWELL & CO., LD.  
 y 9, ALGONA, British str., 1,372, Thomas Evans, Cardiff 16th March, Coals.—DODWELL & CO., LD.  
 y 9, ANTRON, British str., 3,563, R. W. Williams, Shanghai 7th May, General.—DODWELL & CO., LD.  
 y 9, ELIA, Norwegian str., 708, Christopher, Chinkiang 5th May, Groundnuts for Canton.—ORDER.  
 y 9, NANYANG, German str., from Canton, 3,167, R. Treitzsch, Hamburg 3rd March and Singapore 4th May, General.—MELCHERS & CO.  
 y 9, RUBI, British str., 1,611, R. W. Almond, Manila 7th May, General.—SHEWAN, TOMES & CO.  
 y 9, SHANGHAI, British str., 1,238, Carnaghan, Chinkiang 4th May, General.—BUTTERFIELD & SWIRE.  
 y 9, SHIMOGA, British str., 2,639, Chaplin, Shanghai 6th May, General.—DODWELL & CO., LD.  
 y 9, ULTISS, British str., 2,281, L. M. Devan, Singapore 3rd May, General.—BUTTERFIELD & SWIRE.

**CLARANCES.**  
 AT THE HARBOR MASTER'S OFFICE.  
 y 9, British str., for Nagasaki.  
 y 9, French str., for Chiofo.  
 y 9, British str., for Sourabaya.  
 y 9, British str., for Canton.

**DEPARTURES.**  
 8th May.  
 y 9, British str., for Shanghai.  
 9th May.  
 y 9, British str., for Nagasaki.  
 y 9, Norwegian str., for Yokohama.  
 y 9, British str., for Manila.  
 y 9, British str., for Canton.  
 y 9, British str., for Manila.  
 y 9, British str., for Manila.  
 y 9, British str., for Manila.

**VESSELS IN DOCK.**  
 9th May.  
 y 9, British str., for Nagasaki.  
 y 9, Norwegian str., for Yokohama.  
 y 9, British str., for Manila.  
 y 9, British str., for Canton.  
 y 9, British str., for Manila.  
 y 9, British str., for Manila.

**VESSELS PASSED ANTER.**  
 April 20, Dutch str., *Arjuno*, de Boer, April 20, from Batavia for Rotterdam.  
 April 21, Dutch str., *Bali*, Visser, March 10, from Amsterdam for Batavia.  
 April 24, Japanese str., *Kawachi Maru*, Tompson, March 5, from Cardiff for Yokohama.  
 April 26, Dutch str., *Morop*, Udena, March 10, from Rotterdam for Batavia.  
 April 26, British str., *Tyngate*, Smith, March 10, from Fremantle for Hongkong.  
 April 27, Dutch str., *Flores*, Ouwchaad, from Rotterdam for Batavia.

**VESSELS ON THE BERTH.**  
 DOUGLAS STEAMSHIP COMPANY LIMITED.  
 y 9, British str., for Nagasaki.  
 y 9, Norwegian str., for Yokohama.  
 y 9, British str., for Manila.  
 y 9, British str., for Canton.  
 y 9, British str., for Manila.

**OR SWATOW, AMOY AND FOCHOW.**  
 THE Company's Steamship  
 "MAICHING."  
 Captain Hodgins, will be despatched for the above ports TO-DAY, the 10th inst., at 11 A.M. For Freight or Passage, apply to DOUGLAS LARPAIK & CO., General Managers.  
 Hongkong, 9th May, 1904. [1208]

**IMPERIAL GERMAN MAIL LINE.**  
 NORDDEUTSCHER LLOYD, BREMEN.  
 y 9, British str., for Nagasaki.  
 y 9, Norwegian str., for Yokohama.  
 y 9, British str., for Manila.  
 y 9, British str., for Canton.  
 y 9, British str., for Manila.

**OR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.**  
 THE Imperial German Mail Steamship  
 "OLDENBURG."  
 Captain R. Treitzsch, will leave for the above ports TO-DAY, the 10th inst., at Noon. For Freight or Passage, apply to MELCHERS & CO., Agents.  
 Hongkong, 10th May, 1904. [13]

**STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.**  
 (With liberty to call at Philippine Ports)  
 THE Steamship  
 "BREIZ HUEL."  
 will be despatched as above on or about the 7th May.  
 For Freight & further information, apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department.  
 Hongkong, 28th April, 1904. [1123]

**COMPAGNIE DES MESSAGERIES MARITIMES.**  
 PAQUEBOTS—POSTE FRANCAISE.  
 NOTICE.  
 STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO PORTS OF BRAZIL AND RIVER PLATE.

**ON TUESDAY, the 17th May, 1904,**  
 at 1 P.M., the Company's Steamship "POLYNESIE," Captain Le Coispeiller, with sails, Passengers, Specie and Cargo, will leave for Port for MARSEILLES via Ports of U, WITHOUT TRANSHIPMENT.  
 Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal ports of Europe.  
 Shipping Orders will be granted till Noon on Monday, the 16th May. Specie and Cargoes received until 4 P.M. on the same day.  
 Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they are to be left at the Agency's Office. Contents of Packages are required.  
 For further particulars, apply at the Company's Office.  
 G. DE CHAMPEAUX, Agent.  
 Hongkong, 6th May, 1904. [12]

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP.	ANTENOR	Brit. str.	Brit. str.	BUTTERFIELD & SWIRE	To-day.
LONDON & ANTWERP, via SINGAPORE, &c.	FORMOSA	Brit. str.	B. H. W. Snow	P. & O. S. N. Co.	About 11th inst.
LONDON & ANTWERP, via SUEZ CANAL.	CHUSAN	Brit. str.	W. B. Palmer	P. & O. S. N. Co.	21st inst., at Noon.
LONDON & ANTWERP.	AGAMEMNON	Brit. str.	Butterfield & Swire	Butterfield & Swire	24th inst.
LONDON & ANTWERP.	ALCIBIADES	Brit. str.	Butterfield & Swire	Butterfield & Swire	7th June.
MARSEILLES, &c. via Ports of CALL.	POLYNESIE	Brit. str.	Butterfield & Swire	Butterfield & Swire	21st June.
BREMEN, via Ports of CALL.	LE COISPEILLER	Brit. str.	Messageries Maritimes	Messageries Maritimes	17th inst., at 1 P.M.
HAVRE & HAMBURG	FORMOSA	Brit. str.	Messageries Maritimes	Messageries Maritimes	25th inst., at Noon.
HAVRE & HAMBURG	ALCIBIADES	Brit. str.	Messageries Maritimes	Messageries Maritimes	12th inst.
HAVRE & HAMBURG	STERN	Brit. str.	Messageries Maritimes	Messageries Maritimes	17th inst.
HAVRE & HAMBURG	STRASSBURG	Brit. str.	Messageries Maritimes	Messageries Maritimes	31st inst.
HAVRE & HAMBURG	SEGOVIA	Brit. str.	Messageries Maritimes	Messageries Maritimes	14th June.
HAVRE & HAMBURG	NURNBERG	Brit. str.	Messageries Maritimes	Messageries Maritimes	28th June.
TRIESTE, &c. via SINGAPORE, &c.	M. BACQUEHEM	Brit. str.	Sander, Wierler & Co.	Sander, Wierler & Co.	20th inst., P.M.
GENOA, MARSEILLES & LIVERPOOL.	ACHILLES	Brit. str.	Butterfield & Swire	Butterfield & Swire	18th inst.
NEW YORK, via SUEZ CANAL.	BREIZ HUEL	Brit. str.	Butterfield & Swire	Butterfield & Swire	About 12th inst.
NEW YORK, via SUEZ CANAL.	EAS LISA	Brit. str.	Butterfield & Swire	Butterfield & Swire	26th inst.
NEW YORK, via SUEZ CANAL.	E. OF JAPAN	Brit. str.	Butterfield & Swire	Butterfield & Swire	About 3rd June.
YANCOUVER, via SHANGHAI, &c.	TARTAR	Brit. str.	Butterfield & Swire	Butterfield & Swire	21st inst.
VICTORIA (B.C.) & SEATTLE via N'SAKI, &c.	CAUCHAS	Brit. str.	Butterfield & Swire	Butterfield & Swire	17th inst.
VICTORIA (B.C.) & TACOMA via JAPAN.	SHAWMUT	Brit. str.	W. M. Smith	Dodwell & Co., Ltd.	21st inst.
PORTLAND, OREGON.	ARAGONIA	Brit. str.	Schmidt	Portland & Asiatic Co.	14th June.
AUSTRALIAN PORTS.	EMPIRE	Brit. str.	Helms	Gibb, Livingston & Co.	15th inst., D'light.
YOKOHAMA & KOBE.	CHANGSHA	Brit. str.	Butterfield & Swire	Butterfield & Swire	13th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOME.	CHANGSHA	Brit. str.	Butterfield & Swire	Butterfield & Swire	About 20th inst.
MOJI & SALINA CRUZ (MEXICO).	CEYLON	Brit. str.	C. F. Lockstone	P. & O. S. N. Co.	21st inst., at 4 P.M.
SHANGHAI.	LOTHIAN	Brit. str.	Butterfield & Swire	Butterfield & Swire	To-day.
SHANGHAI.	KWEIYANG	Brit. str.	Butterfield & Swire	Butterfield & Swire	To-morrow, 3 P.M.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA.	LYSEUM	Brit. str.	Treitzsch	Melchers & Co.	To-day, at Noon.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA.	OPENBURG	Brit. str.	Treitzsch	Melchers & Co.	Quick despatch.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA.	SACHSEN	Brit. str.	Butterfield & Swire	Butterfield & Swire	12th inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA.	FOCHOW	Brit. str.	Butterfield & Swire	Butterfield & Swire	13th inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA.	WAMPOA	Brit. str.	Butterfield & Swire	Butterfield & Swire	15th inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA.	AUSTRALIAN	Brit. str.	Verro	Messageries Maritimes	21st inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA.	COROMANDEL	Brit. str.	C. R. Longden	P. & O. S. N. Co.	15th inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA.	SINGAN	Brit. str.	Butterfield & Swire	Butterfield & Swire	15th inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA.	TRIMPH	Brit. str.	A. Hansen	Osaka Shosen Kaisha	To-morrow, 10 A.M.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA.	M. STRUYE	Brit. str.	T. Brandt	Osaka Shosen Kaisha	15th inst., 10 A.M.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA.	ANPING	Brit. str.	H. Kraft	Osaka Shosen Kaisha	18th inst., 10 A.M.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA.	HAICHING	Brit. str.	Hodgins	Dodwell & Co., Ltd.	To-day, at 11 A.M.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA.	KANGU	Brit. str.	Butterfield & Swire	Butterfield & Swire	18th inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA.	SHAWMUT	Brit. str.	W. M. Smith	Dodwell & Co., Ltd.	About 7th inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA.	SUNGKANG	Brit. str.	Butterfield & Swire	Butterfield & Swire	13th inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA.	RUBI	Brit. str.	R. W. Almond	Shewan, Tomes & Co.	14th inst., 10 A.M.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA.	EMPIRE	Brit. str.	Helms	Gibb, Livingston & Co.	15th inst., D'light.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA.	ZAFIRO	Brit. str.	R. Rodger	Shewan, Tomes & Co.	21st inst., 10 A.M.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA.	WUCHANG	Brit. str.	Butterfield & Swire	Butterfield & Swire	18th inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA.	ISERIA	Ital. str.	Maganini	Carlowitz & Co.	12th inst., at Noon.

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**

**FOR MANILA.**  
 THE Steamship  
 "EMPIRE."  
 Captain Helms, will be despatched for the above ports on SUNDAY, the 15th inst., at DAYLIGHT.  
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
 This Steamer is installed throughout with the Electric Light.  
 A Stewardess and a duly qualified Surgeon are carried.  
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.  
 For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.  
 Hongkong, 7th May, 1904. [1072]

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**

**FOR SYDNEY AND MELBOURNE.**  
 Calling at QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
 THE Steamship  
 "EMPIRE."  
 Captain Helms, will be despatched for the above ports on SUNDAY, the 15th inst., at DAYLIGHT.  
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
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 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.  
 For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.  
 Hongkong, 7th May, 1904. [1032]

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**

**STEAM FOR FRIEDRICHSTADT (DIRECT), CALLING AT SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ AND PORT SAID.**  
 Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.  
 THE Company's Steamship  
 "MARQUIS BACQUEHEM."  
 Captain Rasewich, will be despatched as above on FRIDAY, the 20th inst., P.M.  
 For information as to Passage and Freight, apply to SANDER, WIERLER & CO., Agents.  
 Hongkong, 2nd May, 1904. [13]

**REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).**  
 PROPOSED SAILINGS FROM HONGKONG, 1904.  
 "SATSUMA" ... 3rd June.  
 "RICHMOND CASTLE" ... 15th June.  
 "ST. PILLANS" ... 30th June.  
 "LUTHER CASTLE" ... 31st July.  
 For Freight and further information, apply to DODWELL & CO., LD., Agents.  
 Hongkong, 9th May, 1904. [877]

**NOT RESPONSIBLE FOR DEBTS.**  
 NEITHER THE CAPTAIN, THE AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.  
 LYNDHURST, British 4-m. barque, Parnell—Standard Oil Co.  
 MACQUARIE, British str., St. John George—Gibb, Livingston & Co.

HAMBURG-AMERIKA LINIE.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPO, TO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

**PROPOSED SAILINGS FROM HONGKONG.**  
 SUBJECT TO ALTERATION.  
 STEAMERS. DESTINATIONS. SAILING DATES.  
 ARTEMISIA ... HAVRE and HAMBURG ... On 12th May. Freight.  
 Capt. Gronmeyer (Calling at Singapore and Colombo).  
 MARBURG ... HAVRE, BREMEN and HAMBURG ... On 17th May. Freight.  
 Capt. Stern (Calling at Singapore and Penang).  
 STRASSBURG ... HAVRE and HAMBURG ... On 31st May. Freight & Passengers.  
 Capt. Madsen (Calling at Singapore and Colombo).  
 SEGOVIA ... HAVRE and HAMBURG ... On 14th June. Freight.  
 Capt. Föck (Calling at Singapore and Penang).  
 NURNBERG ... HAVRE and HAMBURG ... On 28th June. Freight.  
 Capt. Jaburg (Calling at Singapore and Colombo).  
 For Further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

**OSAKA SHOSEN KAISHA**  
 REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.  
 PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.  
 STEAMERS. LEAVING.  
 FOR FOOCHOW, via SWATOW AND AMOY ... "TRIUMPH" ... WEDNESDAY, 11th May, at 10 A.M.  
 TAMSUI, via SWATOW AND AMOY ... "M. STRUYE" ... SUNDAY, 15th May, at 10 A.M.  
 ANPING, via SWATOW AND AMOY ... "TRITOS" ... WEDNESDAY, 18th May, at 10 A.M.  
 On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.  
 For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.  
 Hongkong, 5th May, 1904. T. ARIMA, Manager [15]

**HONGKONG-MANILA.**  
 Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.  
 CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

**STEAMSHIP**  
 TONS. CAPTAIN. FOR. SAILING DATE.  
 RUBI ... 2540 ... R. W. Almond ... Manila direct. Sat., 14th May, 10 A.M.  
 ZAFIRO ... 2540 ... R. Rodger ... Manila direct. Sat., 21st May, 10 A.M.  
 PERLA ... 1880 ... A. H. Netley...

For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS.  
 Hongkong, 9th May, 1904. [116]

**PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**

**FOR LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID.**  
 FORMOSA ... About 11th May ... Freight and Passage.  
 YOKOHAMA, via SHANGHAI, HAI, MOJI and KOBE (Passing through the Inland Sea) ... CEYLON ... About 20th May ... Freight and Passage.  
 LONDON, &c. ... CHUSAN ... Noon, 21st May ... See Special Advertisement.  
 W. B. Palmer, B.N.E.  
 SHANGHAI ... COROMANDEL ... On 21st May ... Freight and Passage.  
 C. R. Longden.  
 For further Particulars, apply to E. A. HEWETT, Superintendent. [1]

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 Hongkong, 9th May, 1904. [116]

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 C. R. Longden.  
 For further Particulars, apply to E. A. HEWETT, Superintendent. [1]

**HONGKONG-MANILA.**  
 Highest Class, newest, fastest and most luxurious Steamers between Hong



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.

FROM	STEAMERS	TO
GLASGOW and LIVERPOOL...	"CALCHAS"	On 15th May.
GLASGOW and LIVERPOOL...	"DABDANUS"	On 21st May.
GLASGOW and LIVERPOOL...	"YANGTZE"	On 28th May.
GLASGOW and LIVERPOOL...	"DIOMED"	On 3rd June.

### HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP	"ANTENOR"	On 10th May.
LONDON and ANTWERP	"ACHILLES"	On 18th May.
LONDON and ANTWERP	"ALCINOUS"	On 24th May.
LONDON and ANTWERP	"DEUCALION"	On 7th June.
LONDON and ANTWERP	"AGAMEMNON"	On 21st June.

\* Taking Cargo for Liverpool at London Rates.

### TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"CALCHAS"	On 17th May.

For Freight, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 5th May, 1904.

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"KWEIYANG"	On 10th May.
SHANGHAI	"FOOHOOW"	On 12th May.
SHANGHAI	"WHAMPOA"	On 13th May.
MANILA	"SUNGKIANG"	On 13th May.
YOKOHAMA and KOBE	"CHANGSHA"	On 13th May.
NINGPO and SHANGHAI	"SINGAN"	On 14th May.
CEBU and ILOILO	"WUOHANG"	On 18th May.
SWATOW, CHEFOO and TIENTSIN	"KANSU"	On 18th May.

THURSDAY ISLAND, COOK,  
TOWN, CAIRNS, TOWNSVILLE,  
BRISBANE, SYDNEY and MEL-  
BOURNE

The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light, Unrivaled Table, A fully qualified  
Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.

For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 10th May, 1904.

### NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

### STEAM FOR BOMBAY VIA SINGA- PORE AND PENANG.

Having connection with Company's Mail Steam-  
ers to ADEN, SUET, PORT SAID,  
MESSINA, NAPLES, LEOHORN and GENOA,  
also VENICE and TRIESTE, all MEDITER-  
RANEAN, ADRIATIC, LEBANTINE and  
SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through rates to PERSIAN  
GULF and BAGDAD, also BARCELONA,  
VALENZA, ALICANTE, ALMERIA and  
MALAGA.)

### THE Steamship

"ISCHIA"

Captain Maganzini, will be despatched as above  
on THURSDAY, the 12th instant, at Noon.  
At Bombay the Steamer is discharging in  
Victoria Dock.

For further particulars regarding Freight  
and Passage, apply to  
**CARLOWITZ & CO.,**  
Agents.

Hongkong, 5th May, 1904.

### THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

### STEAM FOR STRAITS, CEYLON, AUS- TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON  
THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERSIAN GULF, CONTINENTAL,  
AMERICAN AND SOUTH AFRICAN PORTS.

### THE Steamship

"CHUSAN"

Captain W. B. Palmer, R.N.R. carrying His  
Majesty's Mails, will be despatched from this  
Office for Bombay, etc., on SATURDAY, the 21st  
MAY, at NOON, taking passengers and  
cargo for the above ports.

Silk and Valuable, all cargo for France, and  
Tea for London (under arrangement) will be  
transhipped at Colombo into a steamer proceed-  
ing direct to Marseilles and London; other  
cargo for London, etc., will be conveyed via  
Bombay.

Parcels will be received at this Office until  
4 P.M. the day before sailing. The contents and  
value of all packages are required.

Shippers are particularly requested to note  
the terms and conditions of the Company's  
Bills of Lading.

For further particulars, apply to  
**E. A. HEWETT,**  
Superintendent.

Hongkong, 9th May, 1904.

### NATAI LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS  
in CHINA and JAPAN for the above Line  
are prepared to issue THROUGH BILLS  
OF LADING for all the principal ports in  
South Africa, in connection with INDO-  
CHINA STEAM NAVIGATION Co.'s fortnightly  
service hence to CALCUTTA. Sailings from  
CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars,  
apply to—  
**DODWELL & CO., LIMITED,**  
General Agents for China and Japan.  
Hongkong, 4th August, 1897.

Hongkong, 4th August, 1897.

## VESSELS ON THE BERTH

### AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship

"RAS ISSA,"  
will be despatched for the above port on  
THURSDAY, the 26th May.

For Freight, apply to  
**SHEWAN, TOMES & CO.,**  
General Agents.  
Hongkong, 26th April, 1904.

1093

### FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG,"  
951 Tons, Captain A. Murphy, will leave for  
Canton at 8.30 P.M. on SUNDAYS, TUES-  
DAYS and THURSDAYS and return to  
Hongkong on the following days, leaving Canton  
at 5 P.M. Excellent accommodation, electric  
light, and perfect cuisine. Wharf at Hongkong  
near Harbour Office.

First-class Fare, \$3 each way. Second-  
class, \$1.50 each way. Meals, \$1 each.  
Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LD.,  
No. 147, Connaught Road Central,  
Hongkong, 15th March, 1904.

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### NOTICES TO CONSIGNEES

STEAMSHIP "ERNEST SIMONS"  
COMPAGNIE DES MESSAGERIES  
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex S.S.  
Corduan, from Havre ex S.S. Corduan, in con-  
nection with above Steamer, are hereby informed  
that their Goods, with the exception of Opium,  
Treasure and Valuables, are being landed and  
stored at their risks into the Godowns of the  
Hongkong and Kowloon Wharf and Godown  
Company, Ltd., at Kowloon, whence delivery may be  
obtained immediately after landing.

Optional Cargo will be forwarded on unless  
intimation is received from the Consignee  
before 2 P.M. TO-DAY, the 3rd inst., requesting  
it to be landed here.

Bills of Lading will be countersigned by the  
Undersigned. Goods remaining unclaimed  
after Tuesday, the 10th inst., at Noon, will  
be subject to rent and landing charges.

All claims must be sent in to me on or before  
the 10th inst., or they will not be recognised.  
All damaged packages will be examined on  
Tuesday, the 10th inst., at 3 P.M.

No Fire Insurance has been effected.  
**G. DE CHAMPEAUX,**  
Agent.

Hongkong, 3rd May, 1904.

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### NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SIMLA,"  
FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
Goods are landed.

This Vessel brings on Cargo—  
From London, &c., ex S.S. India and  
Sunda.  
From Calcutta, ex S.S. Sonali.  
From Persian Gulf, ex S.S. B. I. S. N.  
and B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
5 P.M. TO-DAY, the 6th inst.

Goods not cleared by the 13th inst., at 4 P.M.,  
will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

Damaged packages must be left in the Go-  
dows for examination by the Consignee's  
representative at an appointed  
hour. All claims must be presented within  
ten days of the steamer's arrival here, after  
which date they cannot be recognised. No  
Claims will be admitted after the Goods have  
left the Godowns.

**E. A. HEWETT,**  
Superintendent.

Hongkong, 6th May, 1904.

### NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

### NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA,"  
having arrived from the above ports, Consignees  
of Cargo by her are hereby informed that their  
Goods are being landed at their risk into the  
Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Ltd., whence delivery  
may be obtained. Perishable Goods to be  
taken delivery of immediately.

All damaged packages must be left in the Go-  
dows and a certificate obtained from the  
Godown Company, within seven days after the  
vessel's arrival here, after which no claims will  
be recognised.

No Fire Insurance has been effected, and  
any Goods remaining in the Godowns after the  
12th instant, will be subject to rent.

**CARLOWITZ & CO.,**  
Agents.

Hongkong, 5th May, 1904.

### "BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

CARGO ex S.S. "RICHMOND CASTLE"

FROM NEW YORK.

having arrived from "YUENSANG" from  
Manila, Consignees of Cargo are hereby  
informed that all Goods are being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company,  
Limited, at Kowloon, whence delivery may be  
obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 11th inst., will be subject  
to rent.

All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the 15th  
inst., or they will not be recognised.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 10th inst., at 3 P.M.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
**DODWELL & CO., LD.,**  
Agents.

Hongkong, 5th May, 1904.

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## "MOGUL" LINE OF STEAMERS.

### NOTICE TO CONSIGNEES.

S.S. "OCAMPO"

FROM ANTWERP AND LIVERPOOL.

CONSIGNEES of Cargo are hereby informed  
that General Cargo is being landed at their  
risk into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, Ltd., at  
Kowloon, whence and/or from the wharves  
delivery may be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 13th inst., will be subject  
to rent.

All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the 15th  
inst., or they will not be recognised.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 12th inst., at 3 P.M.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
**DODWELL & CO., LIMITED,**  
Agents.

Hongkong, 7th May, 1904.

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### BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT"

FROM SEATTLE, TACOMA, VICTORIA,  
YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Con-  
signees of Cargo are hereby requested to  
send in their Bills of Lading for countersignature  
and to take immediate delivery of their  
Goods from alongside.

Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.

No Fire Insurance will be effected by us in  
any case whatever.

**DODWELL & CO., LD.,**  
Agents.

Hongkong, 8th May, 1904.

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### THE AMERICAN SYSTEM OF DENTISTRY

Dr. M. H. CHAUN.

27, DES VOGES ROAD, CENTRAL HONGKONG.  
From the University of Pennsylvania U.S.A.  
Hongkong, 10th March, 1903.

### MARTIN'S APIOL-STEEL PILLS

A French Remedy for all Irrregularities of the  
Ladies keep a box of Martin's Pills in the house, so that on the  
first sign of any irregularity of the system a timely dose may  
be administered. These pills are the most effective and most  
pleasantly acting medicine for the cure of all the above-mentioned  
affections. MARTIN, Chemist, SOUTHAMPTON, ENGLAND.

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### NOW READY.

THE  
DIRECTORY AND CHRONICLE  
FOR  
CHINA, JAPAN, COREA, INDO-CHINA,  
SIAM, STRAITS SETTLEMENTS,  
MALAY STATES, NETHER-  
LANDS INDIA, PHILIP-  
PINES, BORNEO, &c.,  
WITH WHICH ARE INCORPORATED  
THE CHINA DIRECTORY  
AND THE HONGKONG DIRECTORY  
FOR THE FAR EAST  
FOR  
1904.

THE FORTY-SECOND ANNUAL ISSUE.

THE DIRECTORY covers the whole of the  
ports and cities of the Far East, from Nether-  
lands India to Siberia, in which Europeans reside.  
Not only is the Directory as full and complete  
in each case as it can be made, but each Colony,  
Port, or Settlement is prefaced by a DESCRIp-  
TION, carefully revised each year, most of  
which will serve as accurate GUIDES FOR THE  
TOURIST, giving every detail in connection with  
the places, their History, Topography, &c., &c.

The Information in these Descriptions, con-  
sisting of a hundred interesting articles, packed  
with facts concisely set out, and containing  
statistics of the TRADE of each Country and  
Port, would alone suffice to fill a large volume.  
The Descriptions and Descriptions are of

CHINA  
Peking, Nanking, Swatow,  
Tientsin, Yuh, Canton,  
Pootaiho, Kwang, Whampoa,  
Taku, Hankow, Kowloon,  
Nanchang, Yochow, Lappa,  
Dahly, Shansi, Samshui,  
Port Arthur, Ichang, Wuchow,  
Chefoo, Chungking, Kwangchow,  
Weihaiwei, Hangchow, Pakhoi,  
Liuksung, Ningpo, Hoihow,  
Kiaochow, Wenchow, Lungchow,  
Shanghai, Santa, Mingtze,  
Poochow, Foochow, Hokow,  
Chinkiang, Amoy, Swatow.

JAPAN  
Tokyo, Osaka, Keelung,  
Yokohama, Moji, Tainanfu,  
Hogok, Nagasaki, Takow,  
Kobe, Hakodate, Anping,  
Shimonoseki, Tamsui.

EASTERN SIBERIA  
Vladivostok, Nicolajewsk.

COREA  
Seoul, Wonsan, Mokpo,  
Chemulpo, Pusan, Chinnampo,  
Kun San, Pingyang, Songhaino.

HONGKONG AND DEPENDENCIES  
Hanoi, Annam, Tourane,  
Haiphong, Hue, Saigon,  
Tonkin Provinces, Quinhon, Cambodia.

PHILIPPINES  
Manila, Iloilo, Cebu.

BORNEO  
Sarawak, Labuan, British N. Borneo.

STRAITS SETTLEMENTS  
Singapore, Penang, Malacca, Prov. Wellesley.

MALAY STATES  
Johore, Selangor, Perak,  
Pahang, Sungai Ujong, Malacca.

NETHERLANDS INDIA  
Batavia, Samarang, Padang,  
Sourabaya, Macassar.

EAST COAST OF SUMATRA  
British, German, Russian.

NAVAL SQUADRONS  
British, German, Russian.

OFFICERS OF COAST AND RIVER STEAMERS.

The Book is printed from New Type specially  
reserved for the purpose, and uniformity in every  
arrangement now greatly facilitates reference.

THE  
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contains the names of over  
20,000 FOREIGNERS.

carefully arranged, with the initials as well as  
the Surnames in strictly Alphabetical Order, so  
that any name can be found instantly.

THE PROTESTANT MISSIONARIES  
IN CHINA, JAPAN AND COREA are  
arranged in a special separate list.

### THE MAPS AND PLANS

have been engraved by one of the most eminent  
Firms in Great Britain and are corrected and  
brought up to date. They consist this year of  
fourteen of the following—

COLORED PLATE OF FLAGS OF FOREIGN HONGS  
MAP OF THE FAR EAST  
PLAN OF YOKOHAMA  
PLAN OF KOBE AND HYOGO  
PLAN OF FOREIGN SETTLEMENTS, TIENTSIN  
PLAN OF TIENTSIN (KIAOCHAU)  
NEW PLAN OF DALNY  
PLAN OF FOREIGN CONCESSION, SHANGHAI  
PLAN OF HONGKOW (SHANGHAI) with inset  
Showing the EXTENDED SETTLEMENT  
LARGE PLAN OF THE CITY OF VICTORIA  
PLAN OF PEAK DISTRICT, VICTORIA  
PLAN OF KOWLOON  
NEW PLAN OF MANTRA  
PLAN OF SINGAPORE  
PLAN OF PENANG  
PLAN OF BATAVIA

The CHRONICLE covers the notable events  
of the last half century in the Far East together  
with the Texts of all the most important Treaties  
concluded with the countries of Eastern Asia,  
the various Customs Tariffs, Trade Regulations,  
Chambers of Commerce, Scales of Commissions,  
Consular and Court Fees, Hongkong Stamp  
Duties, Postal Guide, Signal Codes, Chinese  
Festivals, Tables of Money Weights, and  
Measures, and other Commercial Information  
including—

TREATIES WITH CHINA  
Great Britain—Nanking, 1842; Tientsin,  
1858; Tariff Agreement and Rules, 1858;  
Convention, 1860; Rules for Joint Investiga-  
tion of Customs Seizures, 1863; Chefoo,  
1876, with Additional Article; Opium Con-  
vention, 1886; Chungking Convention, 1891;  
Tibet Sikkim Convention, 1890; Burma  
Convention, 1897; Kowloon Extension, 1898;  
Weihaiwei, 1898; Convention, Commercial,  
Shanghai, 1902.

France—Tientsin, 1858; Convention, 1860;  
Tientsin, 1858; Conventions, 1886, 1887, and  
1895; Frontier Trade Regulations.  
United States—Tientsin, 1858; Additional  
1868; Peking, 1880; Immigration, 1894;  
Commercial, 1903.

Germany—Tientsin, 1861; Peking, 1890;  
Kiaochow Convention, 1898; Railway and  
Mining Concession, 1898.

Japan—Shimonoseki, 1855; Liaoting Con-  
vention, 1855; Commercial, 1890; New Ports,  
1895; Supplementary Commercial, 1903.

Russia—St. Petersburg, 1881; Russian Land  
Trade, 1881; Port Arthur and Tientsin  
Agreement, 1888.

Portugal, 1888.

FINAL PROTOCOL made between China and  
Eleven Powers, 1901.

TREATIES WITH JAPAN  
Great Britain, 1854; Duties Convention, 1855;  
Russia, Agreements as to Corea; United  
States, Extradition Treaty, 1866; Great  
Britain (Alliances), 1902.

TREATIES WITH COREA  
Japan, 1876; Japan Supplementary, 1876;  
United States, 1882; Great Britain, 1895.  
Trade Regulations.

TREATIES WITH SIAM  
Great Britain, 1866; France, 1893; Japan, 1893;  
Russia, 1899.

Great Britain and France, Siam Frontier.  
Great Britain and Russia, Railway Convention  
1893.

Great Britain and Siam, 1899.

CUSTOMS TARIFFS  
TRADE REGULATIONS  
China, Japan, Siam, Corea.

LEGAL DOCUMENTS  
Orders in Council for Government of H.B.M.'s  
Subjects in China and Corea, 1865, 1877, 1878,  
1881, 1884, 1886, 1886, 1886, Rules of  
H.M.B.'s Supreme and other Courts in  
China, &c.; Tables of Court and Consular  
Fees; Charter of the Colony of Hong-  
kong, Malay States Federation Agreement;  
Table of Hongkong Court Fees; Admini-  
strative Rules, Foreign Jurisdiction Act; Regu-  
lations for the Consular Courts of United  
States; United States Consular and Courts  
Fees; Rules of Court of Consuls of Shanghai  
Regulations for Foreign Companies in Japan  
Chinese Passenger Act



